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Taking It Easy

From our "Still Fine for a Stiff Willy" Department: A city council tried to strengthen its anti-nudity regulations by proposing to make it illegal for a man to be in public with his **"genitals in a discernibly turgid state"** (i.e., a hard-on) even though "covered." The ordinance passed, though the town council said it would not apply to "normal occurrences." (Aren't they all "normal occurrences"?)

After a successful robbery of a shop, this robber decided to return to the shop (don't ask—I have no idea why). **He heard over the loudspeaker** that the robber was about 5 foot 10 and 38 years old, whereupon the robber hurried over to the manager of the store and complained indignantly that he was actually 6 foot 2 and 34 years old. Police arrived moments later and carted off the vain robber.

She must be hooked on him: A Lebanese woman pleaded for her husband's release from jail, despite accusing him of trying to kill her three times. She's ready to take him back on the condition that he attend to her sexual needs. She had previously told the judge that the **murder plots** were sparked when she discovered her spouse having sex with their maid. She threatened him with divorce, claiming that he tried to poison her food, coffee and hair dye. (I don't think I'd want to hang around with a spouse who necessitates a constant watch over one's shoulder.) But, fortunately, the judge refused the man bail.

Fresh from our Genetically-altered Critter File: A professor, in a recent ecology journal, said he felt sure that eventually butterflies could be genetically altered to permit advertising logos and other designs on their wings. Meanwhile, a British video game company announced it would **"raise advertising to a new level"** by offering to pay relatives of the deceased a fee if it could put small billboards on gravestones. (Is nothing sacred any more?—pardon the pun.)

A 24-year veteran of a police force resigned due to sexual harassment complaints from female officers. One of the **female officers** said that he told her he had to stop his patrol car at least four times on every shift in order to masturbate.

And the lawsuits go on and on and on. . . . A federal judge refused to nullify a convicted murderer's \$2 million lawsuit against the prison. The convicted murderer claimed that the guards weren't quiet enough when they did **nighttime bed checks**, thus making a good night's sleep impossible. This caused him headaches, loss of balance, blurred vision, irritability and depression, and—now get this—he was too tired to play in the prison's soccer tournament.

And here's one more: A fugitive told reporters from his hospital bed that he would sue the sheriff's deputy who **failed to arrest him** fast enough, a delay that resulted in his spending three nights in the woods and losing two toes to frostbite. (He's a convicted sex offender wanted for probation violations.)

Thailand's minister of tourism said a 27-hole golf course would be built at the juncture of his country, Laos, and Cambodia, with **nine holes** in each country even though the territory is littered with Khmer Rouge land mines. The minister thought golfers would fly in from all over the world for the challenge. (Yeah, sure!)

A judge acquitted her of drunk-driving charges even though she had been found passed out in her car with an **empty vodka bottle** at her feet and a blood alcohol reading four times the legal limit. Because she was barely conscious and had to be propped up at the station for her breath test, the police declined to read her her rights because she appeared not to understand anything being said to her. The judge ruled that that failure invalidated the arrest. (Do you suppose the moral to this story is if you're gonna drink and drive, be sure to drink a lot?)

A pro boxer spent five days in jail after being arrested for aggressively complaining to an employee of a restaurant that his cheeseburger was not properly prepared. The employee had charged that the 6-foot-2, 240-pound **boxer was belligerent**, but the boxer testified that he merely told the employee that he expected the onions to be crisp, tender, succulent and bursting with flavor which they were not. And he said that the employee had no compassion for what he was talking about. He was acquitted of assault.

The manager of a senior citizen's home told the residents in the monthly newsletter to "please stop throwing rice in the garbage disposals" and that repairs for such **"negligence and carelessness"** would be billed to the tenant. But the Spanish-language version of the same newsletter, when translated, turned out like this: "You have to get used to the fact that you do not live in Puerto Rico where leftovers were given to the pigs. We do not have pigsties, but we do have garbage cans. If using the garbage can is too hard for you to do, move and continue with the customs of Puerto Rico." Now that's a class act.

Germany's agriculture ministry announced it would require pig farmers to spend quality time with their stock for **20 seconds** per head per day, plus provide playthings and brighter lighting. (Twenty seconds doesn't seem like an awful lot of "quality" time to me.)

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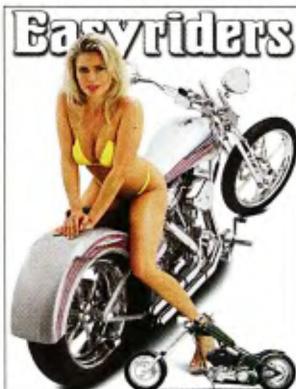
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PLUS: The Best Bikini Babes of 2002 — Feast Your Eyes!



Exciting Elke on a dashing bike by Denver's Chopper. Photo by John Wycoff. Special imaging effects by Mark Evangelista.

The next liver-quiverin' issue goes on sale August 6th, 2002. Printed in the USA.

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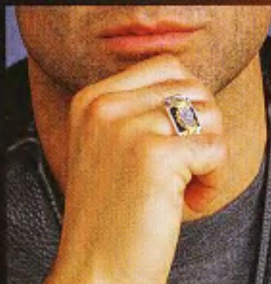
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Associate Publisher: Gil Luna, Sr.

Editor-in-Chief: Dave Nichols

Creative Director: R. Marsh

Managing Editor: Scott McCool

Associate Editors: Kim Peterson • Benoît Lambaouf

Kai Raacke

Humor Editor: Tyler Durden

Technical Editor: Kurt Morrow

Senior Copy Editor: Paul Dileski

Copy Editor/Photojournalist: Ken Ross

Photo Editor: John Nielsen

Editorial Assistants: Sandra Pietro • Cathie Stich

Digital Imaging: Daniel Ferguson, Manager • Jeff Biggs

Bryan Ferguson • Mark Evangelista • Alex Lopez, scanning

Prepress Operations: Billy Thornbury, Manager

Editorial Production Manager: Kathy Thalman

Senior Photographer: Billy Tinney

Photographers: Michael Lichter • Jan Hagglund

Chuck Emery • John Wycoff • Markus Cuff • Michael

Farabaugh • Pam Proctor • Paul Martinez • Aaron Stevenson

Contributors: Jeff Moore • Twiggy • Greg White • Joe Kress

Paul Garson • Kit Maira • Stan and Natalie Miles

Illustrator: David Mann

Advertising Phone Number: (818) 889-8740

National Advertising Executive: Greg Andes

Advertising Executive: Tammy Daniel

Advertising Administration: Carolyn Emery

Advertising Coordinator: Mandy Dunn

Advertising Production: Savannah Bertram

In-House Advertising: Cathy Gibson, Director

Sylvia Barragan

Circulation: Sanford Meyers, Newsstand Director

Gudrun Carver, Circulation Manager

Executive Assistant: Isobel Petty

Accounting: Karen Johnson, Controller • Keith Hart

Becky Berwick • Paula Campbell

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Trade Events Associate Producer: Jim Betlach

Consumer Events: Action Promotions, Inc., John Green,

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Licensing: Melissa Walden, Coordinator, Flora Gordon

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Sandy Chamberlin • Arj Murillo • Betty Terry, Customer

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President/COO: Laura Hurd

Exec. Vice President/Gen. Counsel: Mark S. Dodge, Esq.

Vice President/COO: Bob Davis

Vice President - Associate Publisher: Gilbert Luna Sr.

Vice President - Media: Dave Nichols

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Web site: www.easyriders.com

Great Starters

In regard to the photo on Page 142 ("Readers Rides"-April issue), the "tiny" bike pictured is a 65cc, 3-speed model. They were made for several years. The early models had the shifter placed on the handle grip and was a step-through design. Between me and brother Steve Bopp at "Too Smooth Cycles" out in Loveland, Colorado, we have owned a dozen or so Aermacchi's ranging from the 65cc Leggero model (shown) up to the 250cc models. They are great starter bikes for kids and aren't that rare.

Keep putting out the great rag.

Monte Adamson

Zurich, Kansas

Just A Suggestion

I'm writing to send a request to all the bike designers out there. It seems ALL of the customs in ALL of the magazines out there are solo-seat bikes! Now and then there's a bike with a sliver of a back seat for another rider, but these are few and far between and I can't imagine going more than a couple of miles on the back. My achin' ass! It's obvious that I'm in the minority, but I really enjoy a soft pair against my back—even though I really ride solo a lot.

I'm just suggesting that some of the custom bike gurus out there undertake what I'm sure would be a tough task—that of constructing a cool two-up cus-

tom. I don't mean an Electra Glide rear end with fairing, huge fender, engine guard, fiberglass bags, etc., etc., but a custom bike that looks like a custom to the back of the rider's seat. Then offer a custom but functional back seat, sissy bar, small custom leather saddlebags, and a custom sport windshield. Gotta have a windshield after a couple hundred miles! Why not a cool custom that's made for more than just a ride around town?

Yeah, I know—why not build one of my own? Two reasons: Money—I can't even afford to pay attention. And I simply don't have the know-how. But I'd really enjoy seeing the guys who do know what they're doing playing around with this.

Just a suggestion.

Warren Moeggenberg

Maple Rapids, Michigan

Deer Suck

Thought that maybe you could include a couple of photos (below) in your fine magazine to help remind all the bros out there that deer are going to start being a major hazard again real quick.

These photos were taken in April of 2001. My wife and I and our 1998 Ultra, before and after. Deer is dead, Ultra is dead, but thanks to the Ultra's size and weight, we live to ride another day.

DEERS SUCK!!

David and Pam Prosser

Michigan City, Indiana



Pissed Off

This letter is in response to "Sundown" in the April '02 issue. I've never written to you before, but this guy pissed me off enough to want to put him in his place.

Hey, Sundown, you say that your chain ran over 50,000 miles and no one has a belt that has run that far. Well jack off, I have a 90 FXSTC Softail with over 90,000 miles on it. I've been running the original drive belt—read carefully once again—original equipment drive belt!

I'm having a new one put on plus a new sprocket as I write this. Not because I have a stone in it, and not because it has broken. No, sir, I'm having it changed only because it has over 90,000 miles on it.

You call me a dumbass rich urban biker. Well, let me tell you something. I'm far from a RUB. I bought my bike new back when I had money (prior to getting married). This is the only bike I'll ever be able to afford. Little by little, as I could afford it, I've customized it the best I can. I obviously ride whenever I can—that includes cold, rain, and an occasional nice day. I live in the northeast so my riding season is somewhat limited. I ride to work, I ride to the store, I ride everywhere. I probably have as many tattoos as you. I live, eat, and breathe my bike. My lifestyle and my job are centered around my bike and being a biker.

I have been active in ABATE in my state and have even been president of the local chapter for several years. I'm now seeking to join a motorcycle club. So don't you dare call me a Rich Urban Biker just because I ride an Evo and have a drive belt on the bike.

Oh, by the way, did I mention that I am also a female? Yeah, I'm a WOMAN! My ol' man is a member of an international motorcycle club and has a drive belt. I'd like to see you go up to him and call him a dumbass rich urban biker!

Darcie "Bullets" Myers
Castleton On Hudson,
New York

Sure is an excitable lass, ain't she?

A Word of Praise

Just wanted to thank you guys for making Roxy LeRoux the Ms. Easyriders 2002. What a woman! Had the distinct pleasure of meeting her at a gig she was doing at the Gold Club in Baton Rouge, Louisiana, a few weeks ago. She was very proud of having been chosen Ms. Easyriders, along with her other numerous accomplishments. When she found out I was a biker and a longtime subscriber to the best motorcycle rag ever published, she



was all too willing to share a photo op. The weather was rotten so we couldn't take pictures on my bike. I asked if we could take one with the magazine that she so gracefully adorned the cover of. As you can see, I'm no little person but she hovers way up there. Hell, I was right where I wanted to be. This picture also graces the wall of one of the local biker bars, The Hole Shot Saloon, for all to see, share and drool over.

Thanks again for your help in getting me up next to one fine lady. She really displays the kind of class you guys are famous for (if you know what I mean). Here's to a job well done.

Don "Ragu" Ragusa
Baton Rouge, Louisiana

Roxy is the best. She's Roxy LeRoux, she's 6 foot 2, hell, she's bigger than you! Look for her at the Teresi Dyno Drag Truck in Sturgis.

A Response

In response to Wayne D. Case in the May issue, I agree with you 100%. The only way I know of to fight this legally is find out at voting time which candidates the trial lawyers back and don't vote for them. I know a lot of people think voting is a waste of time, but what the fuck else are we going to do? Don't stand by and let them take our freedoms. Never take them for granted, and make sure every politician knows this.

Spread the word, brothers, and don't let them take America from us. Go out, get involved and use your freedom. Vote!!!

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Frazeyburg, Ohio

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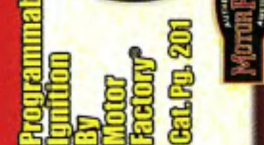
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Mitchell Pernisie knows that if it's real, you build it and you ride the shit out of it. The amazing part is what he didn't know, and how his sheer determination built the truly cool hard-tail he rides with pride today. After first hearing about his plans, Mitch's wife Christina, who had never been on any kind of motorcycle, required convincing. That summer, while partying with some friends

down in Mexico, Christina rode off into the desert on one of their rented ATVs. She spent the entire weekend blasting around on that little four-wheeler and soon was turned on by two-wheelers.

Christina had been bitten by the bike bug. She thought she could make Mitch's dreams come true for their wedding anniversary by taking him shopping. Most guys would rather have their spleen

MITCH'S BITCH



flensed, but the Pernisies weren't going malling. Christina took Mitch to the hallowed showroom of Mr. Arlen Ness, where he picked out a Daytec frame and some Sturgis billet wheels. Arriving home in beautiful Napa, California, Mitch unloaded the frame and sat back with a beer in one hand and a framing square in the other. He began taking yard tools apart and in just minutes, had mocked up the frame, using

a rake and a hoe for forks. How handy!

Unfortunately for Mitch, there are some photos of that inspired moment circulating in the Great White North. At this very instant, a certain Canadian is laughing uncontrollably at the thought that this is how all California choppers are built.

After Mitch earned Christina's stamp of approval, his problem was that he didn't know anything that a bike builder should,

SHE DOESN'T TALK BACK...MUCH.





like the names of some front end parts. For Mitch, this was more than motorcycle anatomy 101. He actually learned every essential bike building skill as he put this Bitch together. Did we mention that he also had to learn to ride on the streets? Yep, this was his very first cruiser. Martin Reed at Reed's Custom Cycles patiently answered more questions than the father of a 3-year-old. Martin built that 107-cube S&S stomper into a real dynamo. Mitch never smokes 'em, but all the torque that Martin dialed in really aggravates the Avons.

Whenever Mitch frightened Martin away, Joe at Arlen Ness stepped in to lend

his expert know-how. One day, Mitch brought a drawing of what he wanted to Don at D&D tanks. At first Don said there was no way he could do it. Period. Mitch hung around to watch what was going on and after about an hour, Don told him that he could do it, but he wasn't willing to. Mitch finally softened Don up, thus the prototype Bitch tank. Master painter and bike fabricator Carl Brouhard of Brouhard Design in Auburn, California, applied one of the most amazingly wonderful coats of black urethane we've ever seen.

Mitch also hooked up with Art, a machinist in downtown Napa, who

taught him the intricacies of machining and made an offset sprocket and some special axles. Those fabulous fender struts are all Mitch. Christina told us he cut them out with a jigsaw, and originally, they were to be rear footpeg brackets, but served no purpose since she rides her own very Sporty. To Christina, Mitch's Bitch is the most beautiful thing in the world.

Mitch's hardtail ride gets a lot of attention every where she goes, but he doesn't care if anybody likes it. This one's his—for now. Bitch is up for sale because the Pernisies are ready for their next project.

—Cheese Head



Owner: Mitchell Pernisie

City: Napa, California

General

Fabrication: Mitchell Pernisie

Year/make: 2001 Custom

Model: hardtail

Assembly: Mitchell Pernisie

Time: 1 year

Chroming: Walker's Custom

Chrome

Engine

Year: 2001 S&S

Super Sidewinder

Rebuilder: Reed's Custom Cycle

Displacement: 107 cubic inches

Cam: S&S

Carb: S&S Super G

Pipes: Samson

Transmission

Year/make: 2000 Delkron

Painting

Molding: Daytec

Painter: Carl Brouhard

Color: Black

Type: urethane

Special paint: Carl Brouhard

Frame

Year/make: 2000 Daytec

Type: rigid

Rake: 40 degrees

Stretch: 5 inches

Accessories

Handlebars: Arlen Ness

Handlebar controls: Arlen Ness

Fenders: Jesse James

Headlight: Headwinds

Taillight: Jesse James

Pegs: Arlen Ness

Foot controls: Arlen Ness

Gas tank: D&D

Oil tank: Daytec

Seat: Danny Gray

Grips: Arlen Ness

Front end

Type: 41mm w/5 added
degrees of rake,
inches over extension

Builder: Pat Kennedy

Wheels

Make: Sturgis

Size: 21 x 2.5 front/
16 x 8 rear

Tires: Avon

Brakes: Arlen Ness/
Performance Machine

Photos: Mike Chase



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Dear Fellow Man...

What I'm about to tell you is absolutely true. If you believe me, you will be greatly rewarded for the rest of your life. If you don't believe me... I'll make it worth your while to change your mind. Let me explain.

I'm the President of what I believe is, the most advanced Herbal Nutrition Company in the United States. Over the past few years, my company created some incredible, breakthrough products... but this one has been our most successful by far!

Our latest and most *controversial* product is called Longitude and by simply taking 2 Longitude capsules every day... it will make your penis grow in both length and thickness by a whopping 26%.

Sounds impossible? Of course it does... but 96% of the men who try Longitude have great success, growing 1"... 2"... 3"... and more. I myself gained 2 1/8" in just 8 short weeks on Longitude. I am extremely pleased with this product's performance.

I'm a single guy... so I do date quite often and let me tell you man-to-man... NOTHING, and I mean NOTHING beats the look on my lover's face as she sees it for the first time... watching her gasp... almost in disbelief... with a slight look of fear in her eyes. I can't describe how confident a bigger penis makes me feel!

You Don't Believe Me... Right?

I don't blame you for being skeptical of Longitude... hell, even when my research team told me they had finally got it right after 3 years of research and testing, I didn't believe it. That's why I tried Longitude personally.

Let Me Explain How Longitude Works... It'll Help Convince You...

Your penis has three chambers... 2 large ones on top which are your erectile tissue and one smaller one on the bottom which you urinate and ejaculate from. And...

(next page please...)

Why Settle With Just An "Average" Six-Inches?

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muscular look, surely standing apart from other penis... A penis your lover will remember and desire for

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- Week 1-3:** Your penis will experience greater and longer lasting erections and a noticeable increase in thickness.
- Week 4-8:** Your penis will have grown in length and will possess much more thickness in both- erect and flaccid states.
- Week 9+:** Your penis will have taken on a new body, not just longer and thicker, but much harder and healthier.

your erectile tissue. The blood cavities in your erectile tissue fill to the maximum, giving you an erection.

Now get this... the maximum your erectile tissue can fill with blood creates the size your erect penis presently is. But here's the breakthrough we've discovered... Your erectile tissue can be developed much larger and stronger than it is with our product Longitude.

Simply put... your penis is EXTREMELY unfit and smaller than what it could be if your erectile tissue chambers were larger (holding more blood). Longitude will go to work on these chambers - increasing their size in both length and width... to hold more blood... getting you a few extra inches you wish you were born with.

After just a few days on Longitude, you will start to see and feel much difference in the way your penis hangs and feels when erect.

Longitude will also promote increased sensitivity... getting you more "feelings" during intercourse, enabling you to achieve ROCK HARD erections ANY time you desire.

Longitude will give you a more

the rest of her life!

100% Natural & Safe

Longitude Will:

- *Strengthen and harden your erections like a length of STEEL PIPE!*
- Develop your PC Muscle to form a truly "muscular" looking penis that will impress and arouse your lover. I guarantee they'll brag to their friends.
- *Enlarge your penis 1-4" or more AT HOME, without vacuum pumps, weights, or surgery.*
- Intensify your orgasms.
- *Achieve more powerful thrusting ability.*
- Last as long as you want without drugs.
- *Achieve ROCK HARD erections any time you want... your lover won't believe it!*
- Safely and Permanently enhance your penis size, strength, and ability without expensive and dangerous pumps, weights, drugs, or surgery.
- *And much, much more!*

When you feel you are at your peak performance level in penis size and mass... you'll have a new found confidence... knowing you can please any woman more than any other man could - no matter how hard he tried!

It's pretty simple to understand...

the size of your erectile tissue chambers is what limits your penis to the size it is now. Longitude painlessly makes these chambers longer and wider, holding more blood... making your penis several inches longer.

**90% Of Men Have A 6" Penis...
That's The Average Size
Longitude is made for men that
are NOT HAPPY WITH
AVERAGE!**

You don't want to make an average income... live in an average home... drive an average car... why settle for an average penis... especially since it is inexpensive and safe to have some serious machinery between your legs.

Try Longitude without risk... here's how:

A One-Month supply of Longitude (60 capsules) costs just \$59.95 plus shipping. Get yourself a bottle right now by calling 1-800-518-3492 with your credit card, 24 hours a day - 7 days a week. We'll rush you off a bottle of Longitude... try them as recommended- just 2 easy-to-swallow capsules per day.

**You're Guaranteed To See An
Increase Of ONE FULL INCH
in 30-Days
Or You Pay NOTHING!**

If after trying Longitude for 30-days, you do not experience a FULL INCH in length and a noticeable increase in thickness, simply send the bottle back to us and we'll refund 100% of your money - even the shipping fees you've incurred! No questions asked!

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for you... with amazing results that almost defy belief! Think about it... standing in the mirror with a penis 1"... 2"... 3" larger... or more. That would be something, wouldn't it?

You bet it would. And with our 30-Day NO GROW-NO PAY guarantee, where we'll even refund your shipping cost... you have absolutely nothing to lose!

I know you may still be skeptical... but all I want you to do is "try" Longitude... I won't consider this purchase binding until after 30-days. Can it really work for you? You'll never know unless you give it a try. Look- pass up on this offer and 30-days from now, you'll simply be a month older with the same penis you have now... or you can be on enjoying a new life as thousands of other men are... many inches longer. You decide.

And by the way... Longitude will be *discreetly* billed to your credit card under "Nutritionals Direct" and it is shipped in a plain box, with only our return address on the label.

Thank You,



Josh Bowens
NUTRITIONALS DIRECT
Call 1-800-518-3492 to "try"
Longitude risk-free for one month

PS: In a recent survey conducted by Durex Condoms, 67% of women said that they are unhappy with the size of their lover's penis. Proof that size does matter! A larger penis has much more surface area and is capable of stimulating more nerve endings, providing more pleasure for you and your partner. A man

endowed with a 7" or 8" penis is simply better "equipped" than a man with a 5" or 6" penis. Would you rather have more than enough to get the job done... or fall short. It's totally up to you.

PPS: A special bonus if you are one of the first 250 men to try Longitude risk-free... You'll receive FREE membership into our Preferred Customer Club where you'll receive a \$20 discount off every future bottle of Longitude. In addition, so you do not go a day without our capsules, you'll automatically receive a new 30-day supply every month and we'll bill you just \$39.95, plus shipping - that's \$20 OFF the retail price. Trust me- after a week on Longitude you will not want to live a day without this product until you reach your opti-

mum length. Once you reach your optimum length in about 3 months, call us and we'll stop sending automatic shipments. There is no minimum amount of bottles to buy and you can cancel shipments at any time. And if you take us up on our 30-day money back guarantee, your credit card will never be billed again.

PPPS: This breakthrough product will make your penis grow, and grow until you decide it's the perfect size. When it reaches it's optimum size, stop taking Longitude. You do not have to take Longitude ever again- the results are permanent. Most users stop taking Longitude once they reached 8" to 9" (about 12 weeks). It is not advised to go past the 9" limit for the simple fact that you'll be too big for many women.

Here's Some Of The Most Common Questions New Users Have:

What Is Longitude?

Longitude is a 100% safe and natural formula that is guaranteed to increase penis size by an average of 26%.

How Does Longitude Work?

Longitude permanently enlarges your two erectile tissue chambers in your penis to hold more blood during an erection... thus, making your penis much, much larger in size.

Are There Any Negative Side-Effects?

Absolutely zero. A positive side-effect is that you'll be more sensitive, enjoying intercourse more.

How Do I Take Longitude?

Simply take 2 easy to swallow capsules every day.

How Long Can I Expect My Penis To Get?

Measure yourself during full erection and add 26% - that is the average size increase. Longitude will continue to work the longer you use it.

How Long Will It Take To Work?

Longitude will start working instantly, making your penis thicker and erect more often. Length growth starts a few weeks later and the total process usually takes 12 weeks.

How Long Should I Take Longitude?

Take it until you get to 8" or 9". After you get to this size, we advise you stop taking it. Any longer of a penis would be too large for most women to handle.

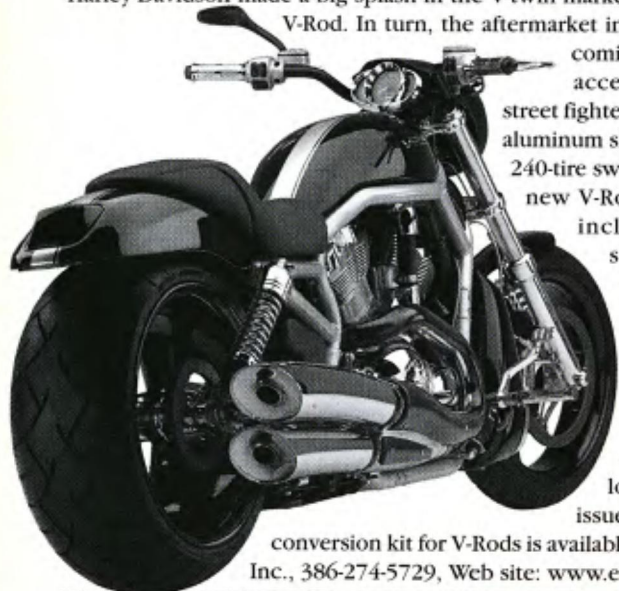
What Are The Ingredients of Longitude?

Longitude is a proprietary blend of the following 100% safe and natural ingredients: Zinc, 300 Yohimbe, Maca, Catuaba, Muira Pauma, Oyster Meat, L-Arginine, Oat Straw, Nettle Leaf, Cayenne, Pumpkin Seed, Sarsaparilla, Orchic Substance, Licorice Root, Astragalus, Tribulus, Boron, and Ginseng.

To "try" Longitude risk-free for an entire 30-days, call TOLL-FREE 1-800-518-3492 (anytime 24 hours a day) or... Go to www.longitudecapsules.com to order online and to view some DRAMATIC before and after photos!!!

Now You Can Go Wide With Your V-Rod With a 240-Tire Kit

Harley-Davidson made a big splash in the V-twin market with the introduction of its V-Rod. In turn, the aftermarket industry didn't waste any time



coming up with hot new items to accessorize H-D's muscle-bound street fighter. Going much deeper than its aluminum skin, Eurocomponents offers a 240-tire swingarm conversion kit for the new V-Rods. This comprehensive kit includes extra-wide, polished swingarm, swingarm axle, wheel axle, transmission offset rear pulley, shock spacers, brake gap supports, and all spacers and hardware.

The result is striking to say the least, and you will get a chance to get a closer look at this V-Rod in a future issue of *Easyriders*. The 240-tire

conversion kit for V-Rods is available only from Eurocomponents Inc., 386-274-5729, Web site: www.eurocomponentsusa.com

Billet Boys Wheel Hubs

Billet Boys offers new billet aluminum hubs for original equipment and custom applications alike. These are specially designed for high-horsepower and heavy touring bikes. Using special, 7075 aerospace aluminum and unique designed spoke flanges, they're the strongest hubs on the market.

Billet Boys parts are made in the USA. To find out more about these hubs and many other components call the Billet Boys at 510-471-3026 or you can visit them on the Internet at www.billetboys.com.



Cool Caps That Pop!

These new "pop-up" gas caps can be mounted on the surface or welded to fit flush with your gas tank.

They're easy to use: Press lightly on the top and twist it to the right or to the left to secure or release the cap. When secured, the cap will be flush with the outer ring. Cool Cap uses a welded-in bung with a 2-inch outside diameter. The bung is available in either aluminum or stainless steel, while all caps are stainless steel with Delrin DIN 405 threads. The use of Delrin assures a perfect seal and is impervious to fuel and the elements.

Each cap features integrated venting and baffles which eliminate pressure build-up and associated seepage while the spring-loaded "pop-up" portion is knurled for a secure grip. Cool Cap is certainly the answer for a clean, smooth tank and a sanitary addition to any custom machine. Cool Caps are available exclusively from Paughco Inc., 775-246-5738. Or on the Web at www.paughco.com.



Covercraft's Custom Fit Deluxe Covers For H-D Models

The best way to keep your bike looking new is to protect it from the assault of the elements. Whether you ride the new V-Rod, exotic custom or a Heritage Softail Classic, you should protect your bike from extended exposure to dirt, heat, moisture and ultraviolet rays. Covercraft Industries, a leading manufacturer of innovative covers for the automotive, marine and power-sports industries now offers a full line of covers specifically designed for Harley-Davidson models. These top-quality covers for Harley-Davidson models offer a custom tailored fit and are available in a variety of fabrics for the various levels of protection.

Covercraft's Custom Patterned Deluxe covers are available in six distinct choices and start at \$131.95. To learn more about the entire line of Covercraft covers for all makes and models go to www.pwr-sports.com or you can buy direct from the Internet at www.amspecialtiesusa.com.

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EZ

Funny how things will turn on a dime sometimes, where one minute you're doing this and another minute that, and all of a sudden a whole new world opens up. That's sort of the deal here, with both Brad Phillips and his wild Chronic Choppers custom. See, when this bike went together about a year and a-half ago Brad was a regular Chronic Choppers customer, coming through the door asking Big Al Gaither to build him a bike.

"BIG AL" GAITHER DOES IT AGAIN
Totally Tubular

Now, well, Big Al and Brad have become partners in a Chronic Choppers spin-off business, Chronic Motorcycle Sales, where the two split the duties 50/50 taking care of and tending to the growth of their Kansas-based Bourget dealership. How's that for a turnaround? And the bike? It had its own little "start one way, and end another" deal, too.

Notice the "tube theme" design going on here? How can you not notice, right? Well, all that began with a custom intake system that Al had put together for Brad, but quickly abandoned. Big Al originally envisioned a radically extended air filter assembly incorporating a pair of tubes that would run off the carb and then forward and down along the front frame legs. It looked great when it was all mocked up, "but didn't work worth a damn." So that plan for a bit of stylized forced induction was scrapped. But the tube idea stayed.

Take a peek at the area where an oil tank would mount. Al made up those covers from a series of tube segments, each one cut in half and welded together side-to-side. The oil tank actually slides down inside all that business. Trick piece of work, and something that nicely picks up and carries on the look and feel of the



frame tubes. On the exhaust side that false-front oil tank continues the stacked look of the pipes, also built by Al. Al made up the gas tank, and he fabricated the rear fender beginning with a Fat Katz blank. In fact, with the exception of the chrome, some powdercoating, and the seat upholstery, everything we're looking at here was done right at Chronic Choppers.

"You name it," we do it right here," Big Al told us.

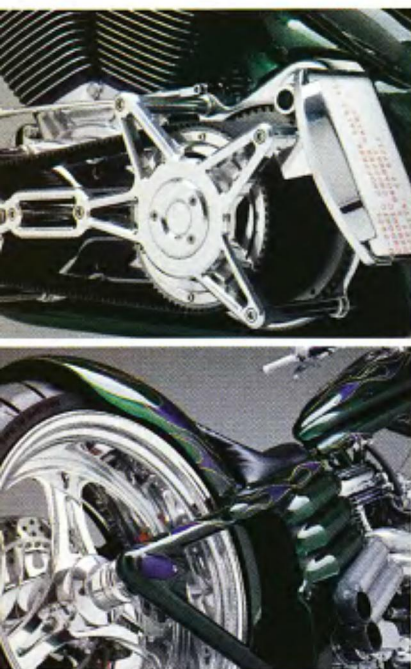
"Brad came in looking for a custom bike, specifying only that it have a softail-style frame and be a chopper in look and attitude. Big Al took it from there, ordering in a Rolling Thunder chassis as a start. The Rolling Thunder parts were left in their as-ordered geometry too, with a 7-up stretch with a 40-degree rake on the wish-bone-style frame. Chopper specs. Al spent all his efforts grinding and blending everything to baby-butt-smooth condition before slipping in a 2000 HD Twin Cam engine, punched out to 95 cubic inches and running the best from Screamin' Eagle and Mikuni. A big HiTech belt passes the power to a JIMS 6-speed and then on to the 9-inch wide Performance Machine wheel and its 240 Avon. More chopper stuff, pure and simple."

The green paint job "with plenty of air-brush work in there," Al notes, was an interesting choice. That paint, by the way, along with the flames, the pinstriping, and all the detail work, is more artistry from Chronic Choppers. Like Big Al said, this Wichita, Kansas, shop does it all.

Big Al's had his shop up and running for about three years now, but obviously this guy's motorcycle roots run a bit deeper than that. He's worked for Big Dog, and he's set up and run a couple of other custom shops too, before finally deciding to go it on his own. It didn't take the biker world long to find out about Big Al and Chronic Choppers, either. In the last two years his bikes have hit it big in about half a dozen different magazines, have won trophies in bike shows all over the place, and the orders for more keep coming. So does the thrashing. When we spoke to Al he was running in about nine directions putting the finishing touches to four bikes headed to an Easyriders Bike Show the next weekend. Hey, at least he didn't have to worry too much about the Bourget side of things; his old customer and current partner has that covered.

—Joe Kress





Owner: Brad Phillips
City: Wichita, Kansas

General

Fabrication:.....Chronic Choppers

Year/make: 2001 Chronic Chopper

Model: custom

Assembly:.....Chronic Choppers

Time: 6 months

Chroming: some

Engine

Year: 2000 H-D Twin Cam

Rebuilder: Chronic Choppers

Displacement:.....95 cubic inches

Cam: Harley-Davidson



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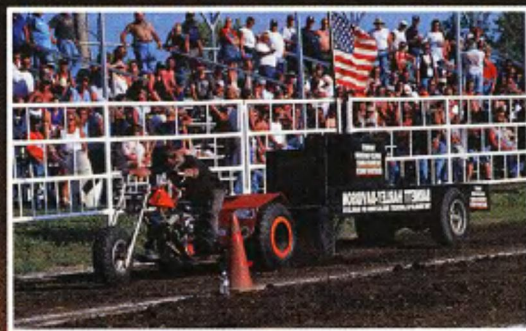


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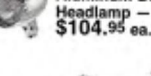
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—Nomad

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Screamin' Eagle NHRA Team Continues Testing For Tech

The Screamin' Eagle/Vance & Hines NHRA Pro Stock Bike drag racing team recently continued to make advances during the NHRA Summit Southern Nationals in Commerce, Georgia. Although the team did not qualify for the Sunday show, they remain confident of the potential of the program to become competitive in the series.

Cold, rainy conditions hampered the entire event and shortened Pro Stock Bike qualifying to just three rounds. After the first round, the Screamin' Eagle Team netted a second round qualifying effort of 7.644 seconds at 166.48 mph and a third round time of 7.619 seconds at 167.18 mph. The "bump" to make Sunday's show was a 7.349 elapsed time (ET).

"We gained a lot of valuable knowledge this weekend. The team has been busy working through

technical issues, including tuning the new electronic fuel injection system," said Mike Kennedy, director of Harley's Parts and Accessories Marketing. "We solved some of the issues which are expected in an all-new program, and we gained insight into others. Obviously, we have a long way to go to achieve our goals of qualifying and becoming competitive in this field. But we're confident we have the best in the business working on this program."

The team will continue testing in preparation for the Matco Tools SuperNationals in Englishtown, N.J. on May 16-19.

Angelle Savoie won the Summit Racing Equipment Southern Nationals Pro Stock Bike final aboard her CEVC Racing Suzuki with a .402 reaction time and a 7.162 ET at 187.91 mph.

—Hawg Hound

legalese

More IIHS Shenanigans

A Study In "Waste-of-Time"

The MRF's Tom Wyld, speaking at the January 7 ABATE of California/MMA of California motorcycle rally in Sacramento, said, "Highway safety depends on controlling how motorcyclists drive, not what motorcyclists wear." On the eve of a purported "study" of motorcyclist fatalities by the Insurance Institute for Highway Safety (IIHS), MRF urged the press to "contrast our position with that of the IIHS, which condemns rider/driver education as risky. While motorcyclists lobby Congress and state legislators to promote education and safer riding, the IIHS condemns education and preaches safer crashing. It's time for the IIHS to yield to safer, more sensible ways to achieve highway safety."

As Wyld pointed out in the MRF's comments regarding NHTSA's Proposed Motorcycle Safety Improvement Plan, according to NHTSA's own studies, motorcyclist fatality rates decreased in both Arkansas and Texas after those states liberalized their helmet laws. In Arkansas, fatalities per

10,000 motorcycle registrations were 17.7 before the repeal and 11.3 after liberalizing helmet laws. In Texas, fatalities dropped from 5.12 to 4.18 per 10,000 motorcycle registrations after helmet law liberalization. Although "embargoed" at this writing, an IIHS "study" falsely links an increase in motorcyclist fatalities to liberalization of laws in states that have honored adult choice in helmet use. ABATE of California's PAC Chairman Jean Hughes states that, "Without exception, studies like this, and others, released by the IIHS are self-serving and reflect only our opponents' opinions, not the facts. That explains why opponents of freedom and common-sense public policy generate these types of studies at the 11th hour." Wyld said, "The answer is to honor freedom; train riders; educate motorists to look for motorcycles, bicycles, and pedestrians; and stop coddling drivers who kill."

—MRF

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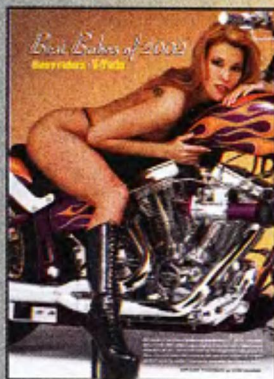
Los Angeles: Our Oregon AIM Attorney Sam Hochberg is our correspondent when it comes to late-night TV. While watching the *Tonight Show*, Sam tells us he saw Arnold Schwarzenegger on Jay Leno's show in February. Seems Arnold is the same as the rest of us when it comes to a bike wreck.

First off, Arnold was embarrassed to go down in front of his friends, and who isn't? He said he spent four days in the hospital, had some fractured ribs, a punctured lung and more. But what was the worst thing? The damage to his Indian motorcycle! Doesn't that sound like you or me? Jay, a longtime rider and an early recipient of the NCOM Silver Spoke Award said, "Yeah, you can get another lung or even some ribs these days, but you can't get another tank for an Indian."

Jay said that it seems the wife always shows up just when you wake up from the wreck, yells at you for a few seconds, and then you get some real special TLC while you heal up. Arnold's wife did something like that, too. A nasty bike wreck is the same for us all, rich or poor, pain is the same. I think Arnold needs an AIM Attorney.

Namibia, Africa: You would usually figure the riders running motorcades for the big-shot politicians are the best. Yet, a motorcycle officer died in a wreck while escorting their President Sam Nujoma. That would be big news if it happened here in the U.S. Maybe they need some rider ed courses in Africa. Apparently, the motorcade was traveling at a high rate of speed when the bike hit bad pavement and this fellow lost control.

Minneapolis: The Polaris Motor Co. reports their 13th year of positive growth. The big-twin V-twin Victory motorcycle was up some, although the growth came from increased sales in all aspects of the company. Victory is expected to do even better next year with the all-new "Freedom" engine and other improvements.



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San Diego: A motorcycle-accident death has made a positive difference: Turns out that when former astronaut Pete Conrad died in 1999 from a motorcycle wreck in California, he "really" died from a medical mistake. The *PR Newswire* says there were errors made in his care in ICU. His wife is now a patient safety advocate. I've said many times that you need to watch hospital personnel to prevent the motorcycle being blamed when you "actually" die from malpractice. Sam Hochberg, our AIM Attorney, says he's handled some malpractice claims, and they can be awfully tough to prove in court.

Nigeria: A union here is buying bikes for 133 of its workers. According to a story from *All Africa Global Media*, the reason was to boost their efforts at staff development and a worker's empowerment program of the union. I'm tellin' ya folks, these guys have their heads on straight. Ya take care of your people and they'll take care of you.

NHTSA: I'm not sure if what I see here is actually true but here it is: NHTSA is advertising for a contractor to investigate and make recommendations for improvement of the various Motorcycle Rider Education courses around the country. Does this mean they are going to do something to enhance our learning curve? I don't know what to say except beware of strangers bearing gifts.

Newnan, Ga.: Triumph is having its 100th anniversary birthday bash. This long-loved ride has passed the 100-year mark and has come back with a bang. This bike was the preferred ride of many Hollywood greats like Marlon Brando, Steve McQueen, Clint Eastwood and James Dean. In 1983, they closed down due to poor sales and reemerged in Germany in 1990. Since then, they have been a factor in the motorcycle world. I'm told they're a fine scoot now. They were good in the old days and should be better now with modern technology.

—Gunny, Oregon AIM Chief

bookworm

Sonny Barger Rolls Out Hell-Raising Biker Stories

Ridin' High, Livin' Free: *Hell-Raising Motorcycle Stories* is the latest book by hell-raisin' Sonny Barger (on sale now) through HarperCollins. Barger, author of the *New York Times* bestseller, entitled *Hell's Angel*, returns with a bunch of wild motorcycle stories from his kickass past. Includes stories about celebrities Steve McQueen, David Crosby, Merle Haggard, and tales from Sonny's own life—describing his battles with other motorcycle clubs, federal prosecutors and throat cancer. For more info check out these Web sites at www.sonnybarger.com and www.harpercollins.com.



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Ft. Collins

Two Wheeler's MC Shop, 1433 W. 38th Av. Denver

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The Chopper Stop, Inc., 62194 Massachusetts Av.,
New Port Richey

Fletcher's H-D, 17129 U.S. 19 North,
Clearwater

H-D of Miami, 19400 N.W. 2nd Ave., Miami

Miller's Custom Parts, 1863 S. Ridgewood Ave.,
S. Daytona

Cycle Lab, 1911 S. State Rd. #7, Ft. Lauderdale

Georgia

Rebel's Customs, 560 SR 20 Spur SE, Cartersville

Indiana

Brandt's H-D, Inc., 1617 S. Wabash St., Wabash

Kansas

Easyriders Wichita/Bikers Edge, 1201 E. Central Ave.,
Wichita

KC Creations, 7524 Frontage Rd., Overland Park

Louisiana

Easyriders New Orleans, 4230 Veterans Blvd., Metairie

Massachusetts

Dave Frank M/C Sales, 81 Bridge St., Salem

Michigan

Saginaw Valley Motorworks Harley-Davidson,
3850 S. Huron Rd (M-13), Bay City

Missouri

Easyriders St. Louis, 11720 Dorsett Rd.,
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Easyriders Springfield, 1310 S. Glenstone, Springfield

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Nebraska

Butterfield's M/C Parts, 8025 Blondo, Omaha

Nevada

Las Vegas Harley-Davidson, 2605 S. Eastern,
Las Vegas

New Jersey

Kosco H-D, 1149 State Route 23, Kinnelon

New Mexico

Easyriders Albuquerque, 1220 S. Renaissance Bl.,
Albuquerque

New York

Light House H-D, 670 E. Jerico Turnpike,
Huntington Station

Zack's V-Twin Cycles, 593 Violet, Hyde Park

North Carolina

Cape Fear H-D, 3618 Sycamore Dairy Rd.,
Fayetteville

Easyriders Greensboro, 106 College Rd.,
Greensboro

Ohio

Don's Custom Cycle, 8619 Harrison Pike, Cleveland

Easyriders Columbus, 611 E. Broad St.,
Columbus

F&S Motorcycle Sales, 7220 Dixie Hwy., Dayton

Pennsylvania

Spanky's Motorcycle Parts & Supply, 635 Oregon Av.,
Philadelphia

Texas

Easyriders Dallas, 9304 Harry Hines Blvd., Dallas

Virginia

Shenandoah H-D, 2800-C W. Main St., Waynesboro
Easyriders of Richmond, 3201 W. Broad St.,
Richmond

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R&R Motor Inc., 2726 Bldg. E. Black Lake Blvd.,
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Mischer's H-D & BMW LLC, N. 8063, Hwy. 33,
Beaver Dam

H-D of Appleton, Inc., 2144 W. Wisconsin,
Appleton

You got it—just make a purchase of \$50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

hall of fame

NY MYKE



New York Myke's name has become synonymous with one simple word—freedom. When Myke speaks or writes of freedom, it sends shivers down the spineless backs of the 'non-riding, helmet-lovin' bureaucrats and the shame-

less Dick Floyd-type politicians. This group refuses (by design) to even acknowledge the word freedom, except of course, to distort it to their own freedom stealin' agendas.

As state director of ABATE of California, Myke writes a column in ABATE's newsletter, *The Bailing Wire*. Here's a brief sample of Myke's beliefs on freedom that all of us as motorcyclists share, not only just here in the Golden State but nationwide as well.

"Freedom is not a trivial issue. Freedom is what too many have died for and what it is said our country was attacked for. We have heard the word freedom used in every speech since September 11th.

"We have heard freedom on radio, on TV and written on signs everywhere. So where is the freedom for motorcyclists? The EPA is coming after us, the safety Nazis are all over us, globalization and harmonization threats are everywhere, and regulators are looking at us as the culprits who are causing significant amounts of environmental damage when we are something like 0.002% of all emissions.

"I think I know freedom when I see it, but it is a lot more than just a word. Freedom is my right to be treated with respect by my government, to have my voice heard, especially when it is the collective voice of an entire lifestyle.

"Freedom is more than the lip service we have been receiving from politicians. We deserve the freedom that is America's promise! Politicians don't understand when we say helmet laws suck, so we have to spell it out for them like they are children. So, okay children/politicians, understand this: Show me the freedom...because it has been bought and paid for!"

Couldn't have said it better. —Twiggy

BREAK ME IN

I just picked up my brand spankin' new 2002 Softail (FXST) and was hoping you could tell me about the proper break-in period. According to the Owner's Manual, I'm supposed to keep it under 50 mph for the first 50 miles, then under 55 mph until I hit 500 miles. I've also heard that you should break it in as you would ride it. Which method is the better one? I don't intend to do much highway driving for a while, at least until I get a few 100 miles on the odometer. Will going over the written mph in the manual harm the engine any? I intend to get the first service as close to the 1,000-mile mark as possible, to remove the initial fluids. How close to the 2,500-mile interval will I need to keep for the routine changes/maintenance? I intend to keep this scooter for at least the next 10-plus years, so I don't want to fuck the engine now.

Of course, I couldn't take it stock off of the lot. I already had the original pipes pulled (no miles on them) and replaced with a pair of Vance & Hines Big Shots, along with a Screamin' Eagle air filter kit. They jetted the carbs to match those two items. I also went with the wide rear tire kit, since I am used to riding with a 150 tire on the rear, and the 130 just looked too thin to me. I do love my ride already and also love the fact that I now have a part of a company that is pushing 100 and going strong.

Adam
World Weird Web

The manual is there to...cover Harley's ass. But there still is some validity to it all. Here's the deal: Back in the old days the motors were not as technologically advanced, therefore the break-in period needed to be painfully slow. Today, that is not the entire case. Trust me, you still need to go a little easy, but not that easy. Of course if bein' easy gets you laid more.... Anyway, try this: Due to the fact you have already changed a few things, I recommend you break the motor in a little differently. First, try riding it in the early evening when it's a little cooler outside. You'll want to be extra noise sensitive to pick up any skipping noises, weird carb sounds, etc. Ride the bike around town—try and avoid too many starts and stops and heavy traffic—working the bike between 50 and 60 mph. Don't do this aggressively, do it gradually. Do this for

the first few 100 miles. Once the motor is used to this, full freeway speeds are not a problem. Hell, I picked up my Road Glide from the fleet center about 150 miles from the office, an hour after the 95-inch kit was installed. I was told to ride it at 60 as far as I wanted to. So, being a little extra careful, I rode it about 100 miles on the L.A. freeways ranging from 60 to 70 then took Pacific Coast Highway the last 50 or so miles at around 50 to 60. That was over three years ago and I've never had a problem and have put almost 30,000 miles on it since then.

Now as far as the service goes—Dude, ya bought the warranty...use it! Try and get the fluids changed every 3,000 miles. Also, depending on your budget, see what all needs to be checked at the recommended times and go with your gut. Hell, you're the one riding it, you should have a feeling for what sounds/feels right and what doesn't.

MORE BREAK-IN TROUBLE

I'm in my break-in time of a 1200 Sporty with S&S cases. The 3-quart system dumps about 2 quarts in the cases and only 1 quart stays in the oil bag. The oil pump is new and working fine. All lines are not kinked. The cases and covers are matched. Could the filter assembly be causing this shit?

Jim
via the Web

Well, instead of waiting for us lagging sons of bitches to answer, why not spend a few bucks and change the filter? Try that. Breather gear timing could always be a factor; obviously there might be a problem with the scavenge side of the pump as well. Also, the check valve may be stuck. There are a lot of reasons that could make this happen. You never said if you did the work or not, so I'll guess not. Take this thing back where you got it and have them fix it!

IF I ONLY HAD A BRAIN

I am writing you about trying to put together, or take apart, a 1988 Softail Classic Heritage. First off, I was gifted this bike by a brother that went down and probably will never ride again (not unless I can pull a miracle out of a hat). The bike got burnt up; it was so hot that it melted the leather saddlebags on it.

I have taken all the easy parts off that I could get off. But now I am down to the tranny and engine. I bought a manual but am having a hard time understanding what I read. If you could tell me how to get this engine and tranny off this bike, it would be deeply appreciated. I have been offered help taking this bike apart but mostly by rip off artists, and a shop wants an arm and a leg to do it for me. I have all the original spare parts that he took off this bike and this is where it gets confusing, especially about this brain thing—that the brain has to match the cam. I have the technical school here in Washington willing to help me put this all back together again, but I have to get the engine and tranny off the bike. I have checked out the teacher of the class and he's supposed to be one of the best H-D mechanics around. I know I sound like a dumbshit or a space cadet but I really don't know much about taking this engine apart. Once again, any help would be deeply appreciated.

Boots
Wonderfully Wacky Web

What brain? You've got a 1988 Softail—those had brains? Crimony, none of us here have any gray matter left.... There's no brain on an '88 FXSTC, unless you mean you have a '98. If this is the case, write back. Anyhow, on Softails, except for Twin Cam models, the engine and tranny are in separate cases and bolt into the frame on solid mounts. Removing them is pretty basic, there's four lower engine mount bolts on the case and the top mount has one bolt to the frame. The tranny is bolted to a plate, drop the shocks and make it easier to get the tranny out by undoing the bolts that hold the tranny plate to the frame and also the one right-side mount as well...you'll see it. Of course, you have to take the primary case and clutch, compensator/chain out, but if you take a little time and remember that this is all very basic stuff, you can have the sucker stripped down to the frame in several hours.

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

Happenings

ALABAMA

Bike-O-Rama
Date: Aug. 17-18
Place: Live Oak Landing
Info: 251-937-9542

ALASKA

Grand Circle Loop Tour
Date: Aug. 3-4
Place: Fairbanks and return
Info: HOG 907-566-0999

Long Run
Date: Aug. 3-9
Place: Anchorage
Info: 907-694-6604

Last Frontier Poker Run
Date: Aug. 4
Info: 907-522-1017

Valdez Overnight Run
Date: Aug. 10-11
Place: Valdez
Info: HOG 907-566-0999

Long Run
Date: Aug. 10-17
Place: Anchorage
Info: 907-694-6604

WOW Run to Soldotna
Date: Aug. 17
Place: Start Potter's Marsh
Train Station
Info: 907-333-0854

Sturgis in Alaska
Date: Aug. 17-18
Place: Mile 92 Parks Hwy
Info: hamca50megs.com

Hicks Creek Run
Date: Aug. 24-25
Place: Totem Theater
Info: 907-333-9685

Kenai Abate State
Labor Day Run
Date: Aug. 30-Sep. 2
Place: Sterling
Info: 907-262-1910

Grizzly Labor Day Run
Date: Aug. 31-Sep. 2
Place: Valdez ABATE
Info: 907-835-2561

ARIZONA

Too Broke For Sturgis
Date: Jul. 26-28
Place: Mormon Lake Lodge
Info: 602-625-1358,
480-855-4023

Road Capt's Mystery Ride
Date: Aug. 10
Place: Glendale H-D
Info: 623-825-4268;
623-247-5542
www.glendalehd.com

Fun In The Sun
Date: Aug. 10
Place: Sierra Vista Huns
of the SW MC
Info: 520-803-7106

CALIFORNIA

Cycle Swap Meet
Date: Jul. 28
Place: Veterans Stadium
Long Beach
Info: 714-557-1846
www.toppingevents.com

X-mas In July Poker Run
Date: Jul. 29
Place: Chuy's, Simi Valley
Info: 805-583-0520

VNVMC Annual Fun Run
Date: Aug. 17
Place: Santa Clara
Info: 408-262-8612

Annual Blessing of Bikes
Date: Aug. 18
Place: Live Ride, Simi Valley
Info: 805-306-0042

Mid State Rally
Date: Aug. 30-Sep. 2
Place: Paso Robles
Info: 805-547-9526

COLORADO

Mike Hitchcock Mem. Run
Date: Jul. 21
Place: Crystola Inn
Info: 719-599-9580

ABATE Toy Run
Date: Jul. 27
Place: Alamosa
Info: 719-580-2425

ABATE Campout
Date: Jul. 17-18
Place: Cripple Creek
Info: 719-395-0360

ABATE Poker Run and
Bowling Tournament
Date: Aug. 24
Place: Johnson's Village
Info: 719-395-0360

Annual Four Corners Iron
Horse Motorcycle Rally
Date: Aug. 29-Sep. 1
Place: Ignacio
Info: 888-284-9212
www.fourcornersrally.com

CONNECTICUT

Marcus Dairy
Date: Jul. 14
Place: Danbury
Info: 800-243-2511

RPAC Annual Reunion
Date: Aug. 18
Place: Waterbury
Info: 203-753-2233

CMRA Poker Run
Date: Aug. 4
Place: Groton
Info: 860-464-6176

FLORIDA

Emerald Coast Bikefest
Date: Jul. 19-21
Place: Holt
Info: 850-582-6988

GEORGIA

ABATE of Georgia Swap
Meet & Bike Show
Date: Jul. 28
Place: Fairgrounds, Atlanta
Info: 404-294-8900

IDAHO

Annual River Run
Date: Jul. 12-14
Place: Declo
Info: 208-438-2690

ABATE Birthday Run
Date: Jul. 27
Place: Orofino City Park
Info: www.abate-nid.org

Too Broke For Sturgis
Poker Run
Date: Aug. 3-4
Place: Big Eddy, St. Maries
Info: www.abate-nid.org

Richard Shope Benefit Run
Date: Aug. 10
Place: Orofino
Info: www.abate-nid.org

Kootenai Road Dogs
Membership Run
Date: Aug. 17
Place: Kootenai County
Info: www.abate-nid.org

Watson's Poker Run
Date: Aug. 24-25
Place: St. Maries to
Watson's Resort
Info: www.abate-nid.org

1 Rock Run
Date: Aug. 24-25
Place: Post Falls
Info: www.abate-nid.org

Friendship Run
Date: Aug. 31-Sep. 2
Place: St. Maries
Info: www.abate-nid.org

ILLINOIS

Nite Flite Poker Run
Date: Aug. 20
Place: Central Illinois
Info: centralillabate.org

Ride for Kids
Date: Jul. 21
Place: Northbrook
Info: 800-253-6530
www.ride4kids.org

Hubbard Trail Bike Show
Date: Jul. 27
Place: Sheldon
Info: easternillinoisabate.org

Bros of Grundy Poker Run
Date: Aug. 4
Place: Morris VFW
Info: 815-942-0215
brothersofgrundy.com

J&P Parts Extravaganza
Date: Aug. 9
Place: Peotone
Info: 217-864-3747

21st Annual Charity Bash
Date: Aug. 23-25
Place: Central IL ABATE
Info: centralillabate.org

INDIANA

Tim Fromme Mem. Ride
Date: Jul. 10
Info: 812-326-2030

Rod & Kustom Gathering
Date: Jul. 12-14
Place: 4H, South Bend
Info: 219-287-1239

31st Annual Pig Roast
Date: Jul. 13-14
Place: Nelson
Info: 815-772-7664

Old Hippy's Poker Run
Date: Jul. 13
Place: Paoli
Info: 812-865-2337

ABATE of Indiana Boogie
Date: Jul. 18-21
Place: Bloomington
Info: 800-23-ABATE

Big John's Poker Run
Date: Jul. 28
Info: 812-326-2030

MDA Ride
Date: Aug. 3
Place: ABATE Region 10
Info: 812-849-2892

Party in the Pasture
Date: Aug. 17
Place: Call for info.
Info: 812-849-2892

ABATE Party
Date: Aug. 31
Place: Crawford County
Info: 812-338-3541

IOWA

A Ride to Remember
Date: Jul. 20
Place: ends in Des Moines
Info: 515-281-2499

Thunder In The Sand
Date: Aug. 30-Sep. 1
Place: Conesville
Info: 319-726-5322
www.circleofpridemc.com

KANSAS

ABATE State Run
Date: Aug. 31-Sep. 2
Place: Lake Perry
Info: 800-657-5763
abateks.org

KENTUCKY

Jesse James Bluff Boogie
Date: Jul. 4-7
Place: Glencoe
Info: 859-727-3038
www.kmakba.com

Little Sturgis Rally
Date: Jul. 19-22
Place: Fairgrounds, Sturgis
Info: 270-333-9316
www.littlesturgisrally.net

Kentucky State HOG Rally
Date: Jul. 25-27
Place: Paducah
Info: 866-380-2001
www.kystatehogrally.com

FOP Streetfest
Date: Aug. 3-4
Place: Elizabethtown
Info: 270-769-0713

Bluegrass Bash
Date: Aug. 16-18
Place: Shepherdsville
Info: 800-68-CYCLE

MAINE

Poker Run
Date: Jul. 27
Place: UBM Washington,
Machis
Info: 207-454-8116

Run for the Beach
Date: Jul. 27
Place: Guilford
Info: UMB 207-695-2457

Mystery Run
Date: Jul. 28
Place: UBM Ox., Rumford
Info: 207-369-0706

Bike Rodeo
Date: Jul. 30
Place: UBM York, Sanford
Info: 207-676-9378

Exiles Annual Beef Feed
Date: Aug. 3
Place: Dedham
Info: 207-945-2983

Saracen Annual Pig Roast
Date: Aug. 3
Place: Turner
Info: 207-364-4348

Stoney's Lobster Run
Date: Aug. 5
Place: Rockland
Info: 207-833-6192

Summer Fun Ride
Date: Aug. 10
Place: UBM Wash., Machis
Info: 207-454-8116

Lighthouse Run
Date: Aug. 10
Place: UBM Piscataquis,
Guilford
Info: 207-695-2457

Iron Horseman MC
Annual Surf & Turf
Date: Aug. 10
Place: Sangerville
Info: 207-683-2354

Poker Run
Date: Aug. 10
Place: UBM Somerset,
Skowhegan
Info: 207-696-5793

Carol's Fall Cookout
Date: Aug. 11
Place: UBM Aroostook,
Caribou
Info: 207-496-3186

15th Statewide Party
Date: Aug. 16-18
Place: N. New Portland
Info: UBM 888-229-9826

5th Flat Track
Date: Aug. 24
Place: UBM State Event
Info: 888-229-9826

UVMC 9th Annual Toy Run
Date: Aug. 25
Place: Houlton
Info: 207-521-7237

Blue Hill Fair
Date: Aug. 29-Sep. 2
Place: UBM Hancock,
Blue Hill
Info: 207-667-2050

Covered Bridge Run
Date: Aug. 31
Place: UBM Piscataquis,
Guilford
Info: 207-695-2457

MARYLAND

Summer Party & Bike Show
Date: Jul. 14
Place: Fishbowl Inn,
Arbutus
Info: 410-766-6497

Poker Run
Date: Jul. 20
Place: Mid Shores
Chapter ABATE
Info: 410-822-4434

Washington County
Family Picnic
Date: Jul. 21
Place: Hagerstown
Info: 301-665-1173

ABATE Family Picnic
Date: Aug. 3
Place: Frederick
Info: abate-of-maryland.org

March of Dimes Run
Date: Aug. 18
Place: Bel Air
Info: 800-927-9255

7th Annual Labor Day Party
Date: Aug. 30-Sep. 1
Place: Centerville
Info: 410-745-5136

MASSACHUSETTS

MA/RI State H.O.G. Rally
Date: Aug. 8-10
Place: Chicopee
Info: 401-765-6464
maristatehogrally.com

ABATE 1st Ever Pig Roast
Date: Aug. 17
Place: Lafayette Club,
Taunton
Info: 978-745-2216
www.abateofma.com

Ride for Kids
Date: Aug. 18
Place: Walmart parking lot,
North Oxford
Info: 800-253-6530
www.ride4kids.org

MICHIGAN

Pig Roast
Date: Jul. 13
Place: ABATE Region 1
Info: 906-884-4232

Penrickton Poker Run
Date: Jul. 14
Place: ABATE 15
Info: 313-929-2229

Kid's Day
Date: Jul. 20
Place: ABATE 7
Info: 517-673-4743

ABATE 9th Annual
Summer Run
Date: Aug. 3
Place: Old Homestead
Muskegon
Info: 231-689-0774

3rd Annual Ride
For The Homeless
Date: Aug. 3
Place: Sunrise Mission,
Alpena
Info: 800-374-2936

Easysiders Motorcycle
Rodeo
Date: Aug. 16-18
Place: Fowlerville
Fairgrounds
Info: 800-962-9857;
www.easysiders.com

Ride for Kids
Date: Aug. 25
Place: Domino's Farms,
Ann Arbor
Info: 800-253-6530
www.ride4kids.org

MINNESOTA

Wolf's Head
Motorcycle Rally
Date: Jul. 13-22
Place: Lake County Fair
Grounds, Two Harbors
Info: 218-384-9936
www.wolfshedrally.com

Annual M/C Awareness
Show and Swap
Date: Jul. 14
Place: Anoka County
Fairgrounds
Info: 763-441-3100

Rumble to Revvs
Motorcycle Rally
Date: Jul. 26-27
Place: Atwater
Info: 320-974-3666
www.revvs.net

Ride for Kids
Date: Jul. 28
Place: State Capital, St. Paul
Info: 800-253-6530
www.ride4kids.org

Hodag Motorcycle Rally
Date: Aug. 23-25
Place: Rhineland
Info: 800-488-7420
hodag.motorcycle-rally.com

ABATE State Rally
Date: Aug. 31-Sep. 3
Place: Cornstalk
Fairgrounds, Regal
Info: 800-224-6570
abatemn.org

MISSOURI
Hogfest
Date: Jul. 19-21
Place: Bethany Fairgrounds
Info: 660-425-2250

FORR Homecoming
Date: Aug. 30-Sep. 2
Place: Am. Legion
Campground, Lake Ozark
Info: 800-309-RIDE
www.forr.net

MONTANA
Evel Knievel Week
Date: Jul. 29-Aug. 3
Place: Butte
Info: 866-782-3835
www.knievelweek.com

NEW JERSEY
Midnight Run
Date: Jul. 20-21
Place: Edison H.D.
Highland Park
Info: 732-603-8434;
rarityroadrunners.org

NEW MEXICO
Fire and Ice Bike Rally
Date: Jul. 19-21
Place: Grants
Info: 800-748-2142
fireandicebikerrally.com

3rd Annual Hawg Fest
Date: Aug. 16-18
Place: Carlsbad
Info: 505-234-2175

NEW YORK
New York State HOG Rally
Date: Jul. 11-13
Place: Syracuse
Info: 315-727-5809
www.nystatehogrally.com

Annual Bike Show & BBQ
Date: Jul. 27
Place: Brotherhood MC
Info: brotherhoodmc.com

Ride for Kids
Date: Jul. 21
Place: Riverside Center,
Utica
Info: 800-253-6530
www.ride4kids.org

Ride for Kids
Date: Aug. 4
Place: Harriman State Park
Info: 800-253-6530
www.ride4kids.org

ABATE Breakfast Ride
Date: Aug. 11
Place: Al Sigi Center,
Monroe
Info: 716-234-0895
www.abatenymonroe.org

Poags Hole Professional
Motorcycle Hillclimb
Date: Aug. 18
Place: Dansville
Info: 716-335-9260
www.poagshole.com

ABATE Sat. Evening Putt
Date: Aug. 24
Place: Bellmore
Info: 516-616-3184

Pig Roast
Date: Aug. 25
Place: Stan's H.D. Batavia
Info: 716-343-9598

Swap Meet
Date: Jul. 27
Place: Stan's H.D. Batavia
Info: 716-343-9598

NORTH CAROLINA
Easyriders Rodeo
Date: Jul. 12-14
Place: Wilson County
Fairgrounds, Wilson
Info: 800-962-9857
www.easyriders.com

3rd Annual Smoke Out
Date: Jul. 26-28
Place: Rowan County
Fairgrounds, Salisbury
Info: 803-269-9699

Blue's Memorial Poker Run
Date: July 27
Place: ABATE, Charlotte
Info: 910-842-3475

Ride for Kids
Date: Aug. 25
Place: Biltmore Square
Mall, Asheville
Info: 800-253-6530
www.ride4kids.org

NORTH DAKOTA
Fuck Sturgis Run
Date: Aug. 9-11
Place: Hooters, Fargo
Info: 218-287-5526

North Dakota State
H.O.G. Rally
Date: Aug. 23-25
Place: Medora
Info: 701-277-1000;
www.ndstatehogrally.com

OHIO
Vintage M/C Days
Date: Jul. 19-21
Place: Mid-Ohio Sports Car
Course, Lexington
Info: 800-MID-OHIO
www.ama-cycle.org

ABATE Biker Bash
Date: Jul. 19-21
Place: East Sparta
Info: 330-456-3754,
330-654-2761
www.abate.com

Annual ABATE/CMRO
Poker Run
Date: Jul. 22
Place: Garrettville Eagles
Info: 330-326-2584

Ride for Kids
Date: Jul. 27
Place: Marysville
Info: 800-253-6530
www.ride4kids.org

14th Swapmeet, Party
and Poker Run
Date: Jul. 28-30
Place: Wetzel MC, Van Wert
Info: 419-238-5659
www.wetzelmc.com

Ride for Hattie Larlham
Date: Jul. 28
Place: Akron
Info: 330-655-2525
geocities.com/hattierun

AMA Crossroads Rally
Date: Aug. 1-4
Place: Lancaster
Info: 1-800-AMA-JOIN

Sturgis Blues Party
Date: Aug. 4
Place: Beck's Campground,
Wooster
Info: 800-25 ABATE
www.abatecmro.org

ABATE Christmas Kids Run
Date: Aug. 4
Place: Walton Hill
Info: 440-232-1313

Buckeye Bash
Date: Aug. 10-12
Place: Nelson Quarry Park,
Garrettsville
Info: 800-25 ABATE
www.abatecmro.org

GAMC Centurion Run
Date: Aug. 11
Place: Tadmor Shrine,
Akron
Info: 330-655-2525

80th Ann. Celebration &
3rd Annual Bike Rally
Date: Aug. 17
Place: Sam's Place,
Blakeslee
Info: 419-272-2222

Jack's Coat Run for Kids
Date: Aug. 25
Place: Gemini Lounge,
Wooster
Info: 800-25 ABATE
www.abatecmro.org

Easyriders Grand
National Rodeo
Date: Aug. 29-Sep. 2
Place: Ross County Fair-
grounds, Chillicothe
Info: 800-962-9857
www.easyriders.com

OKLAHOMA
Before and After
The Races Party
Date: Jul. 12-14
Place: Oklahoma City
Info: 405-936-RIDE

Thunder in the Wichitas
Date: Aug. 16-18
Place: Lawton
Info: 580-782-2507

OREGON
Black Dog Poker Run
Date: Jul. 13-14
Place: Mount Scott M/C
Info: 503-670-9060
www.abateoforegon.org

HOG Poker Run
Date: Jul. 13-14
Place: Salem
Info: 503-390-1589
www.abateoforegon.org

Coos River Run
Date: Jul. 19-21
Place: South Coast/
Charlie Hill
Info: 541-759-2388
www.abateoforegon.org

Cowchip Boogie
Date: Jul. 19-21
Info: 360-636-5412
www.abateoforegon.org

Rose City HOG Poker Run
Date: Jul. 21
Info: 503-281-7798
www.abateoforegon.org

Adult Only Run
Date: Jul. 26-28
Place: Southeast Portland
Info: 503-760-9015

Oregon State H.O.G. Rally
Date: Aug. 16-17
Place: Welches
Info: 877-RALLY-OR
www.orstatehogrally.com

PENNSYLVANIA
Wal-Mart Bike Night
Date: Jul. 13
Place: Pottstown
Info: 610-286-0126
www.pagospelriders.com

87th Anniversary Bash
Date: Jul. 26-27
Place: Reading MC, Oley
Info: 610-987-6422
www.readingmc.com

Summer Bike Fest
Date: Jul. 26-28
Place: Carlisle Fairgrounds
Info: 717-854-3214
www.carsatcarlisle.com

Hot August Bikes
Mega Swap Meet
Date: Aug. 4
Place: York County Expo
and Fairgrounds
Info: 717-848-2596

Gospel Riders Charity
Date: Aug. 11
Place: Lansdale
Info: 215-234-8611
www.pagospelriders.com

Pennsylvania State
H.O.G. Rally
Date: Aug. 15-18
Place: Erie
Info: paststatehogrally.com

Keystone Sidecar
Group Kampout
Date: Aug. 17-18
Place: Kalyumet Camp-
grounds, Lucinda
Info: 412-963-8327;
412-833-1393

RHODE ISLAND
Massachusetts/Rhode
Island State H.O.G. Rally
Date: Aug. 8-10
Place: Chichester, MA
Info: 401-765-6464
maristatehogrally.com

SOUTH DAKOTA
4th Annual Custer
Cruisin' Classic
Date: Aug. 3-10
Place: Custer
Info: 800-826-2411

62nd Annual Sturgis
Motorcycle Rally
Date: Aug. 5-11
Place: Sturgis
Info: sturgismotorcyclerally.com
www.jackpine-gypsies.com

Rapid City Buffalo Bash
Date: Aug. 6
Place: Rapid City
Info: 800-541-2588
www.prairieedge.com

TENNESSEE
Upper Cumberland Event
Date: Jul. 13
Place: CMT/ABATE
Info: 615-683-6608
www.cmtabate.com

Wheels of Thunder
Christmas in July
Date: Jul. 13
Place: CMT/ABATE
Info: 615-683-6608

CMT/ABATE Rodeo
Date: Jul. 26-28
Place: Loretta's
Dude Ranch
Info: 615-683-6608
www.cmtabate.com

Kruisn Times
Southern Style
Date: Aug. 2-4
Place: Wilson County
Fairgrounds, Lebanon
Info: 615-885-1279
kustomsofamerica.com

Canoe Run
Date: Aug. 3
Place: CMT/ABATE Dickson
Humphreys
Info: 615-683-6608
www.cmtabate.com

CMT/ABATE Rodeo
Date: Aug. 10
Place: Sumner County
Info: 615-683-6608
www.cmtabate.com

AHDRA Thunder in the
Valley Nationals
Date: Aug. 10-11
Place: Bristol Dragway
Info: 336-924-2095
www.ahdra.com

2nd Annual SCRC
Tennessee State Rally
Date: Aug. 30-Sep. 1
Place: Cookeville
Info: www.southernrally-
ers.net

Labor Day Bash
Date: Aug. 31-Sep. 2
Place: CMT/ABATE
Southwest Chapter
Info: 615-683-6608
www.cmtabate.com

TEXAS
Texas Style Party
and Drags
Date: Jul. 6
Place: Texas Raceway,
Ft. Worth
Info: 254-687-9066
www.texascooter.com

Wet 'n' Wild
Date: Jul. 19-21
Place: Lake Tawakoni
Info: 903-447-3527

Texas Style Party Drags
Date: Aug. 3
Place: Houston
Raceway Park
Info: 254-687-9066
www.texascooter.com

Annual Brisket Cook-off
and Battle of the Bands
Date: Aug. 23
Place: Cossacks Clubhouse,
Big Spring
Info: 915-267-3234

Texas Style Party Drags
Date: Aug. 30-Sep. 2
Place: Little River Academy
Raceway, Temple
Info: 254-687-9066;
www.texascooter.com

UTAH
Annual Thunder
on the Mountain

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: (818) 889-1252; www.easyriders.com

Date: Jul. 19-20
Place: Brian Head
Info: 702-595-5711,
702-877-3182

Sturgis Pit Stop Run
Date: Aug. 3
Place: Barbary Coast,
South Salt Lake
Info: 801-232-2949

UMF Blue Moon Run
Date: Aug. 31
Place: Lava Hot Springs
Info: 801-266-0546

VERMONT
Vermont/New Hampshire
State HOG Rally
Date: Aug. 15-17
Place: Killington

VIRGINIA
United Sidecar Assoc.
National Rally
Date: Jul. 10-14
Place: Glen Maury Park,
Buena Vista
Info: 540-567-2693

25th Anniversary National
Biker's Roundup
Date: Jul. 31-Aug. 4
Place: Virginia Motorsports
Park, Dinwiddie
Info: 202-397-5997

WASHINGTON
Washington State
H.O.G. Rally
Date: Aug. 23-25
Place: Yakima
Info: 509-697-7372
www.wastatehogrally.com

WEST VIRGINIA
2nd Annual Freedom Fest
Date: Jul. 17-21
Place: Snowshoe Mountain
Resort
Info: 877-441-4FUN
snowshoefreedomfest.com

Country Roads Rally
Date: Jul. 17-28
Place: Buckhannon
Info: 877-WV-RIDER
www.bikeweekwv.com

West Virginia State
H.O.G. Rally
Date: Aug. 7-11
Place: Snowshoe
Info: 304-248-8229
www.wvstatehogrally.com

WISCONSIN
Wisconsin State
H.O.G. Rally
Date: Aug. 23-25
Place: Fond du Lac
Info: 715-552-5223
www.wistatehogrally.com

WYOMING
Ride the Rock/Ham N'Jam
Date: Aug. 7
Place: Hulett
Info: 307-467-5626
www.hulettally.com

CANADA
Canadian Sidecar
Owners Rally
Date: Aug. 2-5
Place: Elliot Lake, ON
Info: 905-563-7378

National Law Chart

Neither Easyriders, Inc., nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			✓
Alaska	4		15	17	c	c		p	r	r-28		✓
Arizona	4	a,12	14	17	c	c			r	r-29		✓
Arkansas	6		r	r, 17	c	c			r	r		✓
California	r	a, 6, 12		17, 21	c	c		25	r	r-28		✓
Colorado		a, 12	r	17	c	c			r	r-28		✓
Connecticut	4, 9	a, 4, 12	14	17, 22	c	c			r	r-28		✓
Delaware	1, 2, 5, 9	a, 4, 12, 13	r	17	c	c			r	r		✓
Florida	32	a, 6, 12, 13	r	r, 17	c	c			r			✓
Georgia	r	a, 12, 13	14	r, 17	c	c		26	r			✓
Hawaii	1, 4	a, 12	14		c	c	24		r	r		✓
Idaho	4	a, 6		17	c	c						✓
Illinois		a, 4, 12, 13	14	r, 17	c	c			r			✓
Indiana	4, 9	a, 12	4	17, 18	c	c						✓
Iowa		a, 4, 12		17, 20	c	c			r			✓
Kansas	4	a, 12	14	21	c	c			r (left)	r-28		✓
Kentucky	3, 6, 9	a, 12	r		c	c			r	29		✓
Louisiana	4, 31	a, 12	14	17	c	c			r (left)	r		✓
Maine	7	a, 12, 13		r	c	c			r	r		✓
Maryland	r, 1	a, 4, 12, 13	14		c	c		25	r	30		✓
Massachusetts	r	a, 12	14	17	c	c		p	r	r		✓
Michigan	r	a, 4, 12	14, 16	17	c	c			r	r-28		✓
Minnesota	4, 9	a, 4, 12	r	r, 17	c	c		25	r	r-28		✓
Mississippi	r									r		✓
Missouri	r	a, 12		17						r		✓
Montana	4	a, 12		r, 17	c	c			r			✓
Nebraska	r	a, 12, 13		17	c	c						✓
Nevada	r	a, 12	14	17	c	c			r			✓
New Hampshire	4	a, 12	14	17	c	c			r	r		✓
New Jersey	r, 1	a	9a	17	c	c			r	r		✓
New Mexico	1, 4	a, 4, 12, 13	14	17	c	c			r	r-28		✓
New York	r, 1		r	r, 17	c	c		25	r	r		✓
North Carolina	r	a		r, 17	c	c			r	r		✓
North Dakota	1, 4	a, 10		17	c	c			r			✓
Ohio	3, 4	a, 4	14	17	c	c			r	r, 28		✓
Oklahoma	4		14	r, 17	c	c				r		✓
Oregon	r	a, 12		r, 17	c	c			r	r, 28		✓
Pennsylvania	r	a, 12, 13	r	17	c	c		26	19	r		✓
Rhode Island	3, 6, 8	a, 11, 12, 13	r		c	c		p	r	r		✓
South Carolina	1, 6		14	r, 17	c	c			r	r		✓
South Dakota	4	a, 12, 13	14	17	c	c			r			✓
Tennessee	r	a, 12	14	r, 17	c	c			r			✓
Texas	31	r, 4		17a	c	c			r	r		✓
Utah	4	a, 12		17	c	c			r	r		✓
Vermont	r, 1	a, 12	14	17	c	c			r	r		✓
Virginia	r	a, 12	14	17	c	c			r	r	p	✓
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		✓
West Virginia	r, 1	a, 12, 13	r	r	c	c			r	r		✓
Wisconsin	4, 9	a, 4, 12	15	r, 17	c	c			r	r, 28		✓
Wyoming	4	a		r, 17	c	c			r			✓
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

✓ In effect on designated rural interstate highways
 r Required by law
 a Available for all eligible applicants
 p Prohibited to use or possess
 c Required if carrying a passenger
 1 Reflectorization required
 2 Must have in possession
 3 Required for novice riders
 4 Required under age 18
 5 Required under age 19

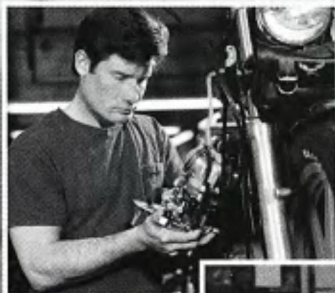
6 Required under age 21
 7 Required under age 15 with learner's permit or for one year after obtaining license
 8 Required for passengers
 9 Required for instructional permit holders
 10 Required under age 16
 11 Required for first-time applicants
 12 May waive skills test for successful completion of rider education
 13 May waive knowledge test

for successful completion of rider education
 14 Required by law unless equipped with windscreen
 15 Required unless equipped with windscreen that is 15 inches above handlebars
 16 Required at speeds over 35 mph
 17 Modulating headlight permitted
 18 Required for vehicles manufactured after 1/1/56
 19 Required for vehicles

manufactured after 1/1/75
 20 Required for vehicles manufactured after 4/1/77
 21 Required for vehicles mfg'd during or after 1978
 22 Required for vehicles mfg'd during or after 1980
 23 Prohibits passengers under age 5
 24 Prohibits passengers under age 7
 25 Single earphone only
 26 To be used for communication purposes only

27 Required by inspection regulations
 28 Random
 29 Annual emissions, some areas
 30 Upon title transfer
 31 Optional over 18 with proof of \$10,000 of medical insurance for bodily injuries.
 32 Not required over 21 with a minimum of \$10,000 in medical insurance.

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☐ 33 Motorcycle Repair Technician

- | | |
|---|--|
| ☐ 04 Auto Repair Technician | ☐ 103 Auto Detailer |
| ☐ 07 High School | ☐ 06 Electrician |
| ☐ 27 PC Repair | ☐ 89 Small Engine Repair |
| ☐ 61 Accounting (ASB Degree) | ☐ 158 Auto Body Repair Technician |

Name _____ Age _____

Street _____ Apt. # _____

City/State _____ Zip _____

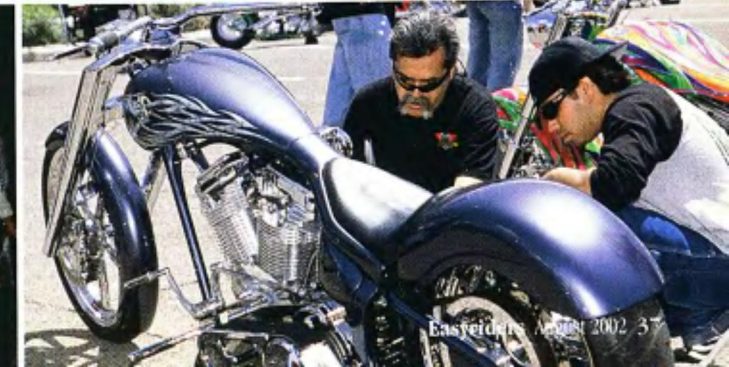
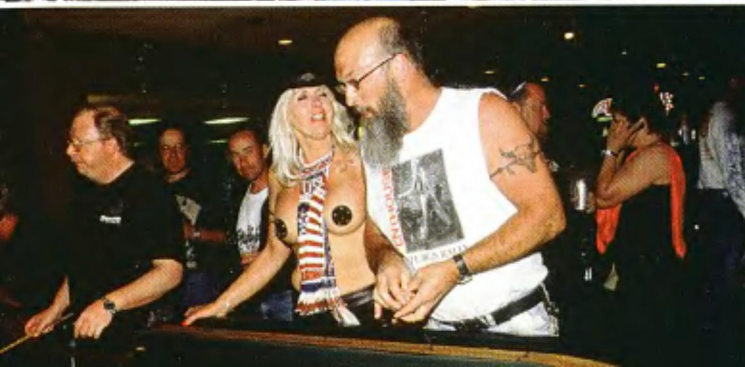
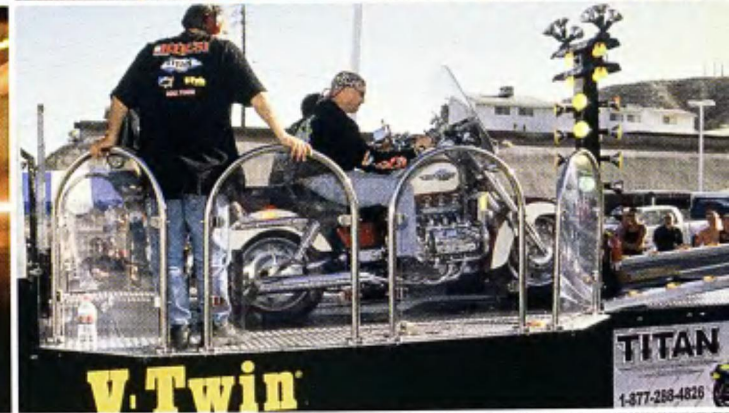
Phone () _____

E-mail _____

20th LAUGHLIN RIVER RUN

The first sure sign of spring for bikers west of the Continental Divide has gotta be the Laughlin River Run. Even though most of the southwest enjoys a pretty mild winter, plenty of folks start itchin' for ridin' and fraternizin' with their two-wheeled brethren by the time April rolls around.







For the past 20 years now, Laughlin, Nevada, has grown to become home for the run that is the season opener for western bikers—and it all started with a gathering of about 500 riders, growing to this year's nearly 80,000 attendees.

Having seen a wide variety of weather over the years at this event (even rampant critter infestations), outguessing mother nature is a bad bet, so we did a thorough job of checkin' the Web for the forecast a day or two ahead, just to be prepared. There's only so much room on a bike, even a bagger, so packin' light is a must and knowin' a bit about what's

goin' on with the weather helps a bunch.

We lit outta Southern California around dawn and headed east into a beautiful sunrise. Cool morning air kept our motors at a good temp and we made great time cuttin' through the hills leading to the Mojave Desert. After fillin' our bellies, strippin' off our leathers and toppin' off the tanks, the rest of the ride through the desert went smoothly as we hovered near triple-digit speeds for most of the ride. Since we were puttin' out on Wednesday there was no real traffic to deal with until we hit the construction bottleneck on the I-40, and even that



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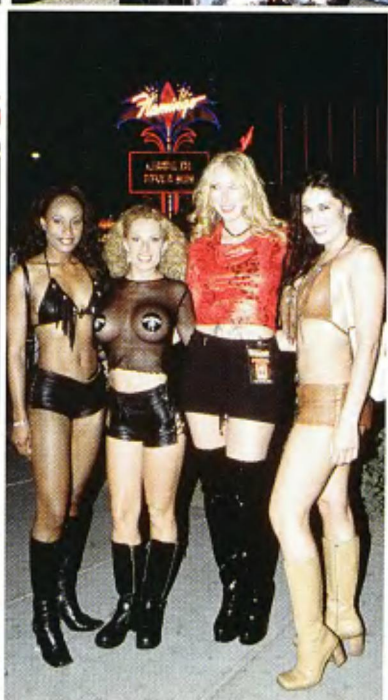
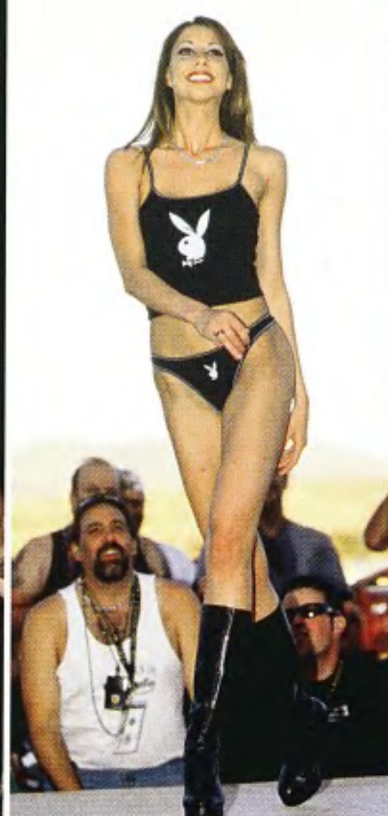
Name

Address

City

St

Zip



wasn't real bad. The wind picked up a bit that evening and there was a light rain shower to cool things off. Some of the later arrivals told of runnin' into some heavier rain on the ride in—just part of the game, I figure.

Vendors and other early arrivals made their way to the strip of casinos that line the Colorado River in Laughlin, making for quite a sight in what's generally a quiet version of Vegas. Most of the year the casino patrons are lil' old silver-haired octogenarians that are spendin' their grandkids inheritances, so when this little circus comes to town, everyone takes notice. Everywhere, puzzled, inquisitive geezers peered from the busses that were taking them to other locations outta town. They stared at the arriving parade of chrome and thunder that swept into town, chasing them off for the weekend—presumably to some giant bingo party on the other side of the river where they'd be safely sequestered from the partying hoard of bikers.

As the party got into full swing, good ol' mom nature treated us to a weekend of comfortable temps that were kept down by the evening breezes that sweep through town. Don't fret though, it was plenty warm enough for the babes to bare their wares, and they did just that, makin' our editorial "quest for breasts" that much easier. Our shutters could barely keep up with the abundance of flesh that was present—which is a major effort as you can imagine, but we cut no corners for you, our loyal readers.

Dal-Con Promotions had a jam-packed schedule of events to keep ya busy. There were bands, big and small, old and new, ranging from the Flamingo's headliners, The Doobie Brothers, to cover bands and Branscombe Richmond's Renegade Posse Band at the Camel Roadhouse. The Roadhouse is a good spot to grab a coldie and you could also see the latest Camel customs, built by master bike artisans Jim Nasi, Kendall Johnson, Eddie Trotta and Jesse James.

Bikers bein' bikers an' all, they like to ride, and there's no lack of day rides in the area. The quaint old-fashioned town of Oatman, Arizona, is a favorite stop for many, as is the London Bridge, which is now actually located nearby in the desert. There was a poker run Saturday that traveled along Route 66 to Kingman, Arizona. It was held to benefit the "Ride to the Wall" foundation and an appearance by retro-rockers Paul Revere and the Raiders, who are alive and well and still rockin'. Out at the Avi, a short putt from party central, the Fryed Brothers belted

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out some jammin' tunes for the partyin' crowd. The Avi also hosts the Run What Ya Brung Drags that brought out all the throttle happy scooter tramps who need a place to get it on and aren't afraid of grenading their motors, all for a cheering crowd of frenzied onlookers.

Bikes, babes, beer, breasts, buns, buds and butts—they were all there in force this year at Laughlin, which is just how we like it. The heat and crowds can be rough and tempers can be shortened as a result, as have seen this year, but bein' the survivors bikers are, the party will continue and we plan on seein' ya'll there next year. Ride safe, ride forever.

—Boxcar

As we all know, the 20th Laughlin River Run was marred by a modern-day version of "the Shoot-out at O.K. Corral" in Harrah's Casino. After the smoke cleared we all wondered, "So, will this be the last Laughlin?" We don't think so since the city fathers enjoy the many millions the run brings each year. Most of the riders that attended this year's run were not even aware of the incident until Saturday afternoon (April 27). The party went on, though the mood was somber.

Out on the road, bikers spend more time looking ahead than behind. With that in mind, let's keep looking ahead, down the road where the sun is shining and the ride goes on... —Dave Nichols



Photos: Ken Ross & Stan Miles

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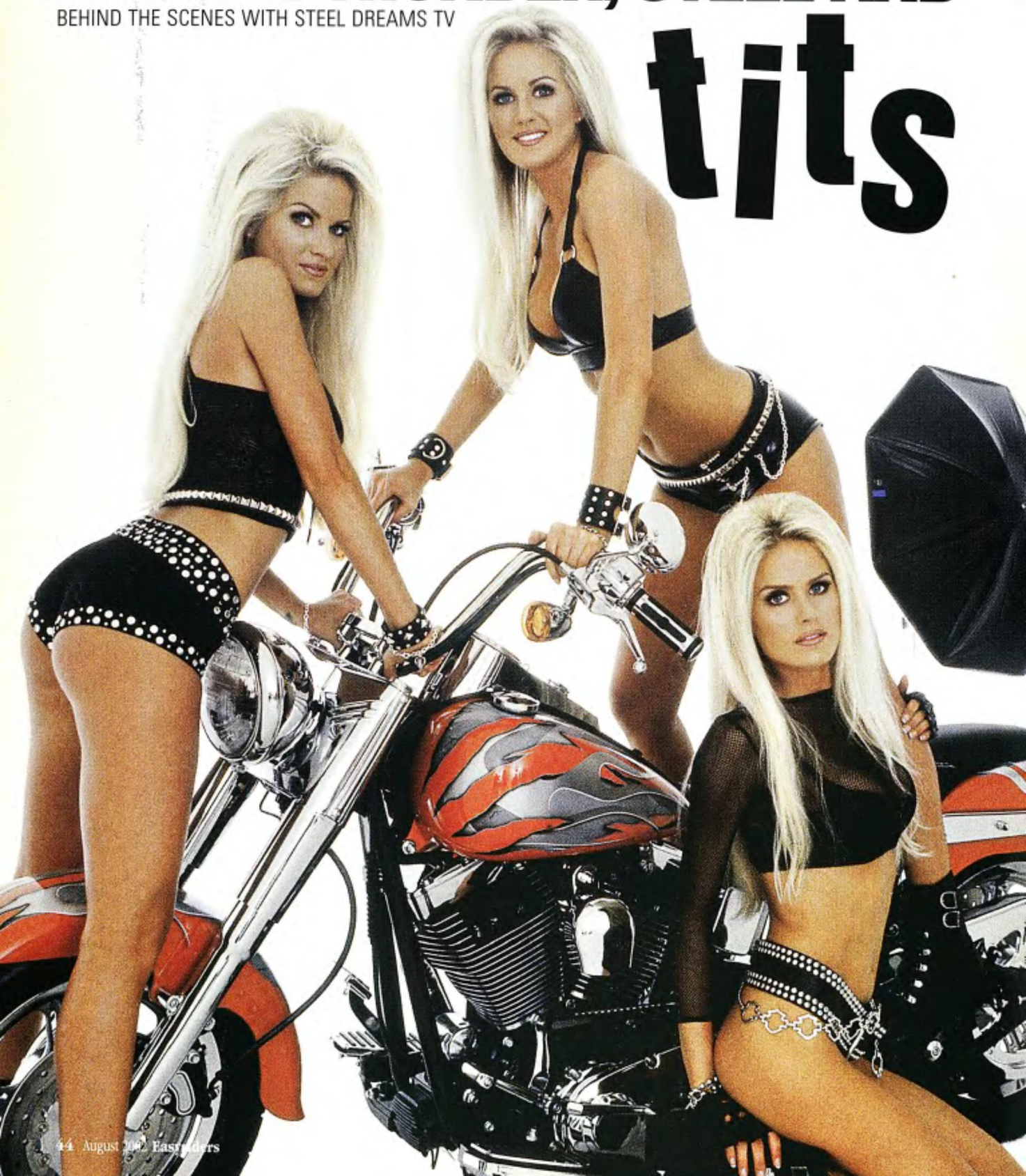
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Some time ago we got a call from our good buddy, Mark Green. Mark was calling to see if I was interested in hangin' with him at a *Playboy* photo shoot. Now you'd think that workin' here day in and day out, you'd get tired of looking at nekkid girls all

day, right? What are you, gay? However, I started to get a little suspicious when he told me I should also bring along our own photographer. What, *Playboy* doesn't have any photogs? (Sure, they have *REALLY EXPENSIVE* photogs. —Ed.)

A LITTLE THUNDER, STEEL AND tits

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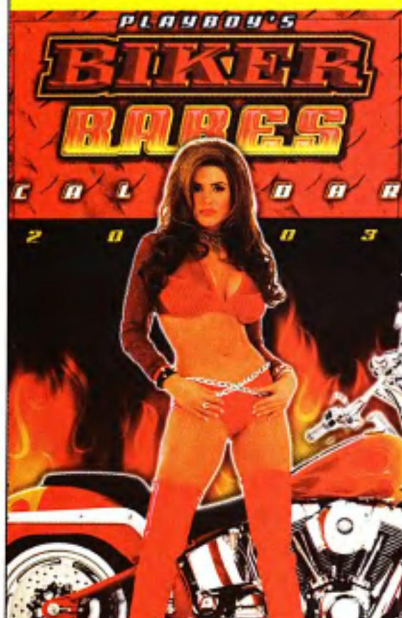
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As it turned out, Mark happens to be the vice president of marketing for a new motorcycle-related syndicated TV show called *Steel Dreams* (check your local listings...it's actually pretty good). Then the light went on that Mark wanted us to be there to cover the shoot because it involved Todd Erdman from a company called Thunder Mountain Cycles and the new *Playboy* calendar they were all involved in. (*Oil Can's a little slow, but once he gets goin'...* —Ed.) It seems as though Todd is the largest buyer of Harley-Davidson parts and bikes in the country and, as I'll explain later, has worked himself a pretty good deal here. (*Screw him, where are the girls?* —Ed.)

Our able-bodied flick-snapper, known as Boxcar, and I arrived on schedule in downtown Los Angeles. We headed for the shoots and found two stunningly beautiful girls walking the same direction and started a conversation. We followed them into an alley, hoping to strike a deal for after the shoot. After explaining ourselves to these undercover policewomen and their counterparts, we were given the correct directions and proceeded to the photo studio. (*That's okay, I'm used to getting calls asking for BAIL!* —Ed.)

Let's get back to Todd and this shoot. This is not something that has never been done before. *Playboy* did this exact same thing years before with the old Titan Motorcycle Company. The twist this year is that all these bikes are non-Harley Harleys. Ya see, Todd has been given permission from Harley to build custom bikes. Not just any bikes, mind you, because Harley has allowed Todd and TMC to utilize all of Harley's parts and accessories, including the engine and all the Screamin' Eagle performance

equipment, and release them as custom TMC motorcycles. The only thing TMC can't utilize is the factory frame.

Now, do these bikes look like factory bikes with all the chrome and different Harley accents? Some do, yes. What's the point? Price. These bikes actually cost less than buying a stock Harley and adding all the parts and upgrades yourself. Better yet, any Harley dealership, or authorized service center, can and will work on your bike. If you want more than just Harley's parts and accessories, TMC has a whole list of parts and components all their own and through all the other distributors, and can build you the bike of your dreams right there. (*But what does this have to do with TITS?* —Ed.)

Speaking of in your dreams, that seemed to be the catch phrase of the day around that studio. Sure, *Playboy* was nice enough to let us shoot our material using the sexy Dahm triplets as some very tantalizing scenery. In fact, those three lovely ladies were just as hot on the outside as they were on the inside. All three were ready to saddle up and ride into the sunset—at least that's what we kept telling ourselves.

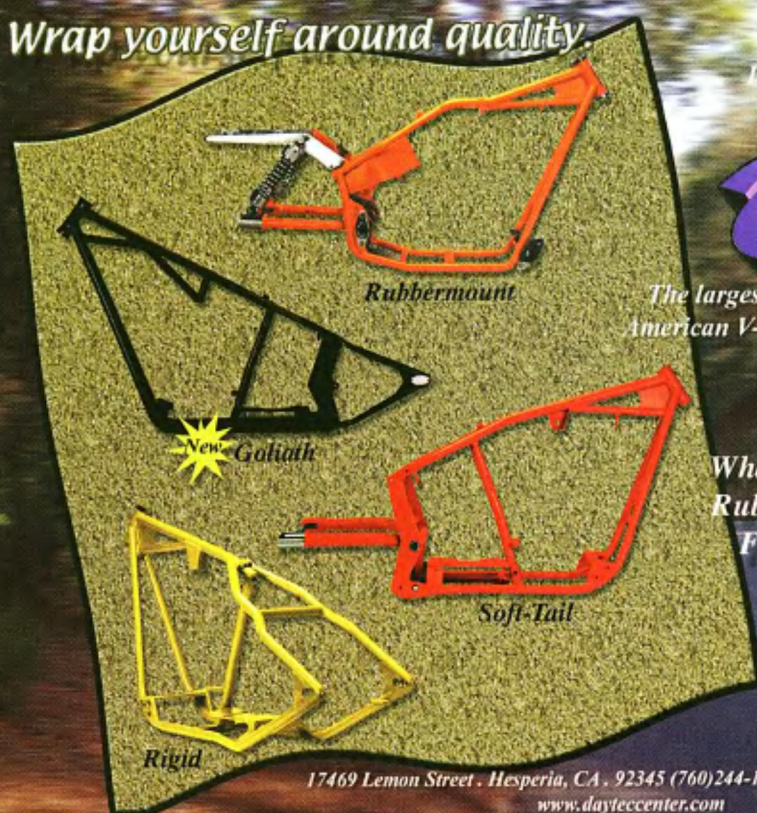
Playboy had scheduled 12 of these shoots—gee, go figure—but one was enough for us. If you want to see more of this, those calendars are being released in Sturgis as we speak. If you couldn't make it to Sturgis, or couldn't get close enough to their booth this year, you'll find the calendars available through their Web site at www.Playboy.com. While you're at it, give Todd and the crew at TMC a ring at 888-805-6467, or check them out at their cool Web site by clicking over to: www.TMCCycles.com. Tell 'em we sent ya.

—Oil Can

Photos: Ken Ross



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swimsuit spectacular

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We've reached back into our files and pulled out the files of our girls who have really made an impression on us. I mean they really stood out—or made something stand out, however you wanna look at it. We wanted our faithful following to understand that it is YOU we want to make happy. It's YOU that we have in mind when selecting these girls. It's YOU we think of, when we're on the road checking out these babes at the strip clubs. And, although it's US reaping the rewards of the journey, it's YOU who gets to watch.

—Oil Can







1. Malesia looks mighty fine straddlin' Ron Simms' Camel bike in our August issue of 2001. Her smoldering looks and long, slender legs supporting what could only be called a set of perfect breasts. But be careful, because her name, Malesia, is a combination of the words mallet and amnesia, which is how your head feels after staring at her too long.

2. Sexy Amanda from New Orleans, with her pouting lips and perky nips, is probably the epitome of a sultry Southern belle and could be admired resting her sweet derriere on lucky Jerry Burrow's 1946 FLH knucklehead in the August issue of 2001. The bike's suicide clutch wasn't the only thing that stood straight up during that shoot.

3. Straight from Hungary to our studio came Zora, bribing us with her luxurious chassis and inviting exterior to let her give the 2001 Denver's Choppers Long Bike a good reason to get even longer. Zora filled our September '01 issue with more sensuality and cometherness than we could fit into those pages. We had to squeeze really hard.

4. Looking mighty regal astride Denny Fasig's 2001 Hog Skins Custom Softail, blonde and bodacious Taylor looks quite the part of what it means to be the stuff of which a biker's dream is made. Which is, of course, why we put her on the cover of our July '02 issue for you: to take her home with you and put her on your pillow next to you.

5. Our October '01 cover hottie and Fox of the Month, Zoë, makes us all wish it was Halloween every day. Zoë sits astride Ed Borquez' 2000 Special Construction FXR like she's riding a broom to a witch's Sabbath (or some other devilish orgy). Ah, to be that broom!

6. Gracing the cover of our September '01 issue was Danielle. What an exquisite anterior protruding from the green 2000 Black Swamp Choppers Softail chopper, upon which lovely Danielle perched her oh-so enticing body. Just look at the way she handles that suicide knob...dear god!

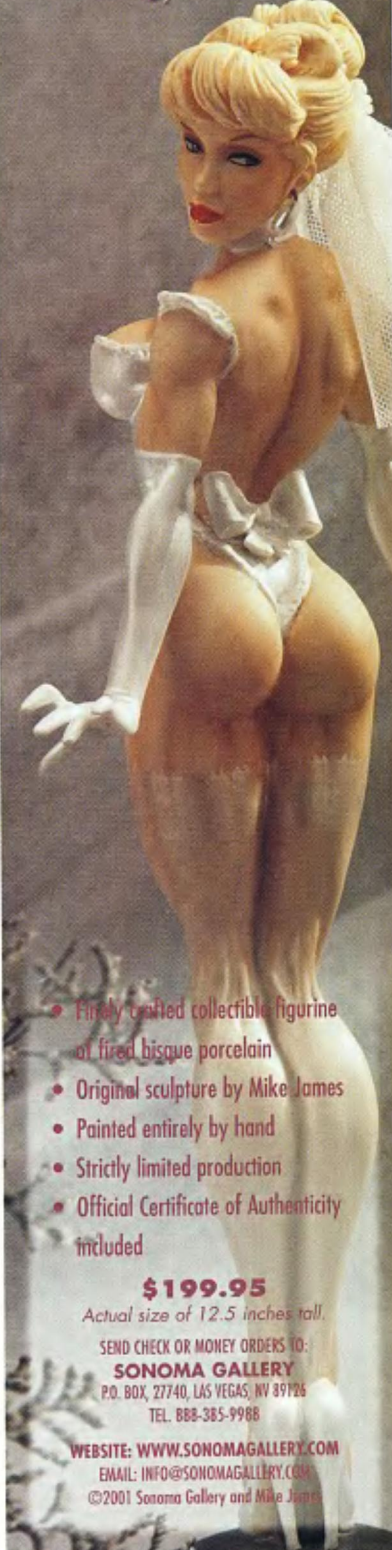
7. Sexy Sara lets us realize that there are certain similarities between a biker's two favorite ridin' tools. Looking at her in our October issue, 2001, one notices that both babe and bike appear to have a certain roundness where round is appropriate, some straight lines where straight comes in handy, and a hardness where hard is needed. Of course, George Jupin's '72 FLH chopper by Choppers Inc. provides the perfect showcase for such a scientific postulation.

8. Being a yuppie can be a good thing sometimes. Just look at Erin on top of Dean O'Bannon's Denver's Chopper-built 2000 Yuppie Model in our November '01 issue. Reclining invitingly and smiling lasciviously, she seems to be beckoning one and all to enter her. World, I mean. To enter her world, that's it. Yuppiedom has never looked so promising.



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9. Our Fox of the Month for December '01, Linda, has been immersed in the biker lifestyle since she was a wee split-tail, riding around on her daddy's lap. Now she's a big girl and pleases the crowds by splittin' said tail, sliding down tall brass poles, and straddling big things like Rob Politan's '01 hardtail chopper.

10. Bill Guerin of the Boston Bruins (I'm talking hockey here) has engaged the lovely Nikki for guard duty over his 2001 Dallas Custom, and as we can see, Nikki does an admirable job of it. The way she handles those flames and stretches her supple body across most of Rick's iron, you know that touching this sexy sled without the proper authority could be painful if not fatal.

11. Ah, Adrienne, February's Fox, with her natural beauty and lean, long legs! Sporting a seductively pierced nipple, she poses with Rob Breeden's 2001 Choppersaurus chopper like she owns it...which she just may, by now. Like a Nordic goddess right out of Valhalla, Adrienne uses her stiletto heels, her secretive eyes, and her sinewy physique like the weapons they were meant to be.

12. December, our favorite holiday season of the year, brings us jazzy Jesse, a nubile vixen with a sensual set of lips and a pouty look. With Paul Yaffe's 2001 Streetster between her legs, Jesse lets us know that this was all it took to ensure that Paul would never wash this bike again. Well done, Jesse, but there's a lot more saddles to stain, er, sit on....

13. What better way to start 2002 than with Jennifer, a luscious redhead with a body that means business, just like the owner of the bike she's adorning does: Shaquille O'Neal. And when Shaq's too busy riding his '01 West Coast Choppers El Diablo, Jennifer sits on it, just like you see here, and guards it for him. Must be nice to be a billionaire athlete.

14. Common rules of alliteration would force us to dub this young lass Nasty Nita, but we don't really know if she is nasty. In fact, looking at her in our May '02 issue, the way she lovingly poses on Jamie Hunter's 2000 Rubbertail, we tend to want to embrace her sweet innocence, invite her young, virginal body onto our lap, inhale her intoxicating perfume, and caress her long, soft... no, wait! What was that about alliterations?

15. You can call her Erika, or Miss Steele. But no matter what you call her, and just as long as you call her, you should be aware that this sexy vixen knows how to turn her soft, sensuous curves into cold, hard cash. Luckily for us, Michael Pouliot's 2001 Custom Softail made her want to straddle it badly enough for us to get her (almost) for free last May. She probably won't let that happen again.

16. We accomplished another perfect pairing in our April '02 issue when we coupled the ravishing Renee with the 2000 DILLIGAF Special Construction chopper belonging to, well, simply "a rich man." What rich man wouldn't want to spend his wad of loot on



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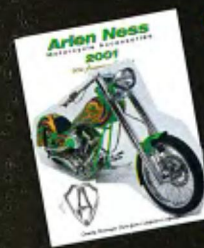


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our doe-like Fox from Florida? She even got to wear two bikini bottoms during the shoot, no doubt a generous contribution from the anonymous magnate.

17. Tantalizingly tattooed Amy, our Fox for March '02, is just about the finest her state of North Carolina has to offer. No wonder the new South is on the rise again. Paired with Southern boy Click Baldwin's 2000 Pro Street Custom, Amy definitely puts the "y'all" and "ma'm" back into our vocabulary, as in "y'all's nips are mighty perky, ma'm."

18. An enticing smile and oh-so round and cupable boobies are the first things that bounce into one's view when encountering Teresa, our April '02 cover girl. No wonder Gary Krantz's '91 FXR is all aflame and burning like a wild fire out of control. Who could refrain from exploding between those legs? Word has it that five fire extinguishers had to be used during that shoot.

19. Displaying both of her delicious pierced nipples and sporting a toatally pounceable bod is our March '02 cover girl, Misty. With her devilishly spankable posterior and a sensuous arch in her back, she looks forbiddingly tempting on John Angel's '69 old-school chopper. Leaves you downright misty-eyed, doesn't it?

20. Calling the Windy City her home, bodacious Olivia, our June '02 cover girl, is living proof that the Midwest does have more than just wind and weather, and lots of grain. Oozing delicious sensuality onto the saddle of Tony Fulco's 1998 Abductor chopper, Olivia is secure in the knowledge that with her brightly beaming headlights and filled-to-the-brim tanks, she's ready to guide her favorite biker through any storm and into the safety and warmth of her private haven.

21. June's Fox of the Month, a particularly friendly dancer from Myrtle Beach, Miss Adrienne knows how to get to a man's heart... right through his groin by way of his pocket. But she'll make it worth every penny or drop you spend on her, as you can imagine when you look at how she womanhandles Derek Hewitt's 2002 Bad Nun Chopper. So go ahead, break that piggy bank already!

22. The sweltering heat of last summer was well personified by the sultriness our lovely Mimi spread on top of Steve Vallejos' '99 Custom Softail. Replete with the obligatory string of pearls, Mimi knows how to dress for the occasion. Even in NorCal, whence Mimi hails, can be sweltering, causing beautiful women like Mimi to doff all but the bare necessities when going for a ride.

23. Carmen, from South Carolina, was sweet and innocent as a magnolia blossom on a sultry Southern summer's eve when she entered our Fox Hunt contest. Now that she lives in New York, a certain sophistication has made her into Carmen, mistress of the Bronx and Fox of the Month for July '02. Seen here atop of Lou Mazzoni's 2001 Twin Cam chopper, she's all that and then some. Word up, as they say in nasty New York.

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Everyone knows a chopper is a long, lean, custom machine, but what's a bobber? It has nothing to do with Friday night when the lights go out.

This beautiful candy-blue beater is Cole Foster's definitive description of a bobber. His memory provides him with an image of a very fast bike, fashioned from one-of-a-kind pieces nobody could buy off the wall of their local shop. Part race bike, part show bike, all business when you twist the wick. Cole's a greaser at heart, so giving a little bit of retroaction to this two-wheeled project was very natural. (How natural was it?) So natural, that he already built this badass bobber in his mind before making the first sparks. When Kip Woodrig of Custom Chrome Inc. approached Cole with the idea of building a killer custom project, he thought about what his idea of a totally bad bobber would be, and that's what he built.

The origin of Cole's thinking is in his heritage. If the last name Foster sounds familiar, think auto-racing legends.





Cole's dad is Pat "The Man" Foster, a virtual one-man who's who of racing, and though 1981 was his last year behind the wheel, he's still building smokin' fast cars at 60-plus years young. Some of Cole's past show- and racecar projects have won Grand National Road Show honors. His fab shop is called Salinas Boys Customs (salinasboys.com). Cole builds cars for a living, but he has always had some kind of motorcycle in the garage. There was his '51 Triumph "dirt dauber" for roosting around on, but from the looks of this incredibly prime putt, he's definitely serious about building bikes.

Find the term, "one-off" in a dictionary and you'll find a photo of the Salinas Boys Bobber. Everything is handmade. Tapered tubing forms its dirt-track-inspired wishbone frame, and the recessed "number plate"-style headlight comes straight from the track. Custom Chrome's 88-inch motor and 4-speed kicker tranny feeds the go-fast freak demons of your nightmares, while this bobber sports an impossible-to-find M&H drag slick rear tire. Check the floating control levers, or those old-school-looking brakes with new-school stopping power hidden skillfully inside. Details that are this trick add up, and the tally for Salinas Boys' bobber is set on multiply.

At his first CCI show, everyone was hanging out with the Salinas Boys trying to get a piece of the kind of guy that built this wonderful machine. We heard more than a few bike builders saying that Cole's retro ride is the chopper of the near future, which means that sometime soon we may be seeing hot little bobbers like this more often.

—King of Cheese

We won't tell you that Cole is a master of his craft. You can see that for yourself, but what's not readily apparent, is the Zen-like secret weapon of this father-and-son team. Fateful forces at work behind the scenes saw to it that Cole would tend to concentrate his energy on form, while Pat's focus is fixed on function, yet both the Foster men are of one mind. Since Cole doesn't get his ideas from the "hot-concept-of-the-month club," it's very likely that Pat's Top Fuel racing pedigree played a big part in Cole's bobbed retro-rod. It oozes so much cool that it makes hardcore car guys drool. Many of Cole's thankless tasks are deftly dealt with by Aaron Elliot (also known as Wonder Boy), who laughs in the face of disaster and is the aspiring king of airbags for choppers.





passin' gas

A dentist was striving to extract a tooth, but every time he got ready to proceed, the patient clamped his jaws shut. At last he took his assistant aside, who just happened to be a babe, and told her at the very moment he poised the forceps, to give the patient's balls a vicious pinch.

The pinch was vigorously administered, the nervous patient's mouth flew open, and the tooth was easily removed.

"See. Didn't hurt, did it?" asked the dentist.

"Not too much, Doc," replied the patient, "but who woulda thought the root went that deep..."

R. Meyerson

W. Palm Beach, Fla.

Wild Bill woke up after the annual company party, cotton-mouthed, with a pounding headache, unable to remember much of the night before. After makin' his way downstairs to face the ol' lady, he very sheepishly asked, "Honey... what happened last night? Is it as bad as I think?"

"Even worse," Bill's wife says. "You made a complete ass of yourself, and also insulted the president of the company right to his face."

"Aww, he's a friggin' idiot..." mumbled Bill. "Piss on him."

"You did," came the reply. "And he fired you right on the spot."

Well, fuck him!"

"I did. You're back to work on Monday."

Mike Marco

Graybar, Pa.

Stash was complaining to his attorney after receiving the settlement for his crashed scooter—minus the usual lawyer's fee.

"You're a damned thief, overchargin' me like that," Stash stammered. "I know you're takin' half of the cash fer chrissakes."

The attorney replied, "Yes, I do charge that much, but I happen to be providing you with years of law school training and also the necessary knowledge of all the legal codes."

Stash argued, "Yeah, but I'm the one who came up with case in the first place."

The lawyer replied, "Big deal. Anyone can get hit by a bus."

J. Lowery

Cellblock, Calif.

Frustrated by her ol' man's insistence on screwin' only in the dark, and hoping to free him of his inhibitions, Sherry, one night flicks on a light in the middle of sex, only to find a cucumber in her ol' man's hand.

"Is THIS," she gasped, pointing to the beefy, green cuke, "is this what you've been using on me for the past five years?"

"Please, honey, let me explain..."

"Why you sneaky, limp-dicked sonuvabitch!" she screamed. "You impotent, lyin', little..."

"What? Wait a minute. I'm sneaky? I'm a liar? Well, then, perhaps you'd like to explain the three kids..."

Big D

Funtown, USA

The cute little honey in the parts dept of a Big Dave's shop walks into his office and says, "I'm afraid I've got a little bad news for you, Dave..."

"More bad news? Why do you always have to give me bad news," he complained. "Why don't ya try tellin' me some good news for a change..."

"All right. In that case, here's some good news," grins the young hottie sarcastically. "You're not sterile."

Rodney Hochstrasser

Greensburg, Pa.

An old country doctor heads out to the backwoods to deliver a baby. When he arrives, no one is home except for the laboring mother and her 5-year-old son.

After a long, hard labor, the doc finally delivers the baby and lifts the brand-new rugrat by the ankles and swats him on the butt so he'll draw his first breath. The doctor then turns to the youngster asking, "Well, what do you think of your new baby brother?"

"I think ya oughtta spank him some more," the kid says.

"Why's that?" asks the doc.

"Well... he shouldn't have crawled up in there in the first place!"

Richard Brown

Pelican Bay, Calif.

Carmen decides to go out on a blind date with Stroker, a biker friend of a friend. The date doesn't really go all that well so she's pretty relieved when the evening is finally over. At her apartment door Stroker realizes the night's been a waste of time. So as a joke, he suddenly blurts out, "Hey, wanna see my underwear?" and before she has a chance to respond, he proceeds to drop his pants right there in the hallway, revealing, in fact, that he wasn't wearing any underwear at all.

Carmen glances down, then looks him in the eye and coolly replies, "Nice design, but does it come in men's sizes?"

Garland Dietzel-Epting

Lokdown, Texas

Handsome Hank, a real ladies man, was sittin' in a bar listenin' to this little hardbelly as she explained that she could tell how good a guy was in the sack by the way he unlocked his door.

"How do ya do that, sweetie?" Hank asked.

"Well, the first thing I look for, is if a dude shoves his key in the lock and then opens the door hard, then he's a rough lover and that's not for me. The second thing I look for is if he fumbles around with the lock and key and can't find the hole, he probably isn't experienced," she explains, "and obviously that won't be much fun. And just how do you open your door, big fella?" she oozes.

Hank smiles and says, "Ya see the first thing I do is, I lick the lock..."

Rooster

Ventura, Calif.

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay \$40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

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ALL LETTERS ON FILE

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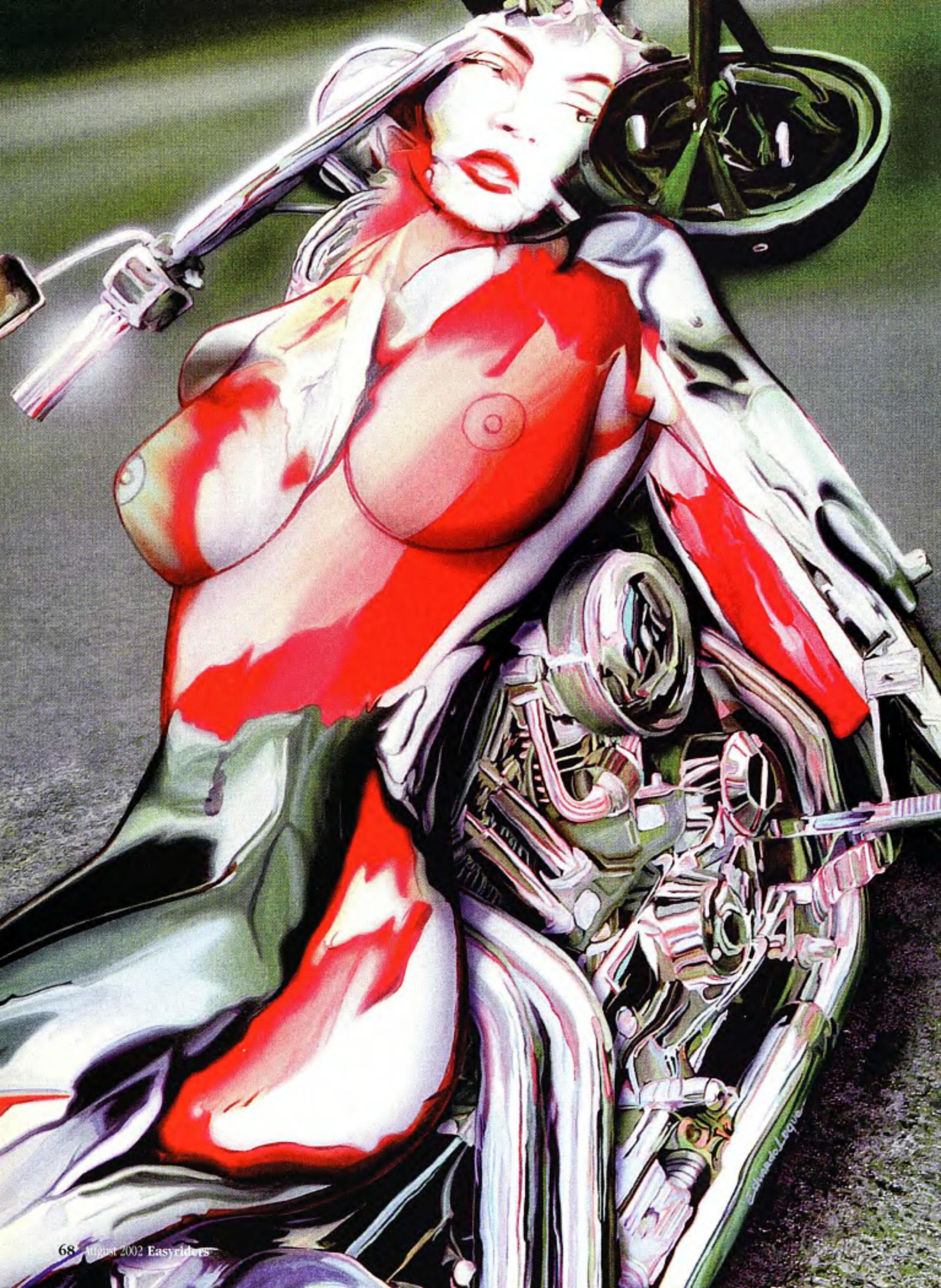


Moto-Erotic Art Of Eduardo Luque

D A N G E R O U S C U R V E S

Sex and motorcycles go together like pizza and beer. The sleek curves of a bitchin' bike can get a biker's blood boiling just as much as the sultry curves of a beautiful woman. Eduardo Luque knows this. His two-wheeled moto-erotica marries every biker's favorite passions, women and motorcycles, into wild paintings that we call Moto-erotica.

Eduardo Luque was born in Santiago, Chile. The son of a successful shoe designer and shoe factory owner, set out to follow in the footsteps of his father in fashion design. He studied shoe design in Milan, Italy, where he was also introduced to the Italian art world.



When Eduardo returned to Santiago, he applied the design knowledge he had learned at the art institute in the family industry for seven years designing shoes. All the while, a love and appreciation for art and painting was tugging on his consciousness. In 1985 he moved to the United States for a little over a year, where he was struck by the culture, art and life in this country. He returned to Chile with a new vigor, moving into illustration and advertising art, and winning several prestigious awards.

In 1988 Eduardo returned to the U.S., this time to Maui, Hawaii, to develop his art. Attracted by the island's beauty, its culture and people, as well as the variety of art galleries to exhibit his work, he created many new paintings, which were presented at Whiland Galleries in beautiful Lahaina.

The following year it was off to Europe again as part of a government sponsored cultural exhibition of Chilean illustrators to the French and Spanish media. When he returned to Hawaii he began to paint marine images, a series of paintings of colorful and magical aquatic life.

In 2001 he began an entirely new artistic period. He started painting this series of pieces, incorporating women and motorcycles. Eduardo explains, "I think I've always liked them. I was the first student in my class with a bike of my own. During my year of study in Milan, I used to visit shows and stores where sport vehicles were exhibited. What attracts me to motorcycles are their different designs, shapes and colors. I'm not fond of the mechanical aspects. In a previous stage, I created a series of illustrations on parts and details of motorcycles and automobiles, especially metallic parts (chrome).

"Harley motorcycles have very sensual shapes, curves and reflections. While drawing several Harleys, suddenly, almost in a natural way, a female body rose from the shape and curves, and then the idea came out clearly that these bikes are like mythological Sirens!"

While Eduardo Luque is not the first artist to combine images of unclothed women and motorcycles (*Easyriders* has been doing it for over 30 years), these acrylic on canvas paintings are visions of strength and beauty. The series is called *Born in the USA*.

For more info, call or write the Tamara Bane Gallery, 834 N. La Brea Ave., L. A., CA 90038. 310-205-0555, or check the Web at www.luque.cl.

—Kit Maiva

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IN THE WIND



There's nothin' like a close shave.

—Pistol Pete, Daytona Bike Week 2002



Boom, baby!

—George Snowden, Chapel Hill, N.C.



Hello, Occifer...

—Natalie Evans, Fort Wayne, Ind.



Double fun at Mexican H.O.G. Rally. —Rich Eilers, Sierra Vista, Ariz.



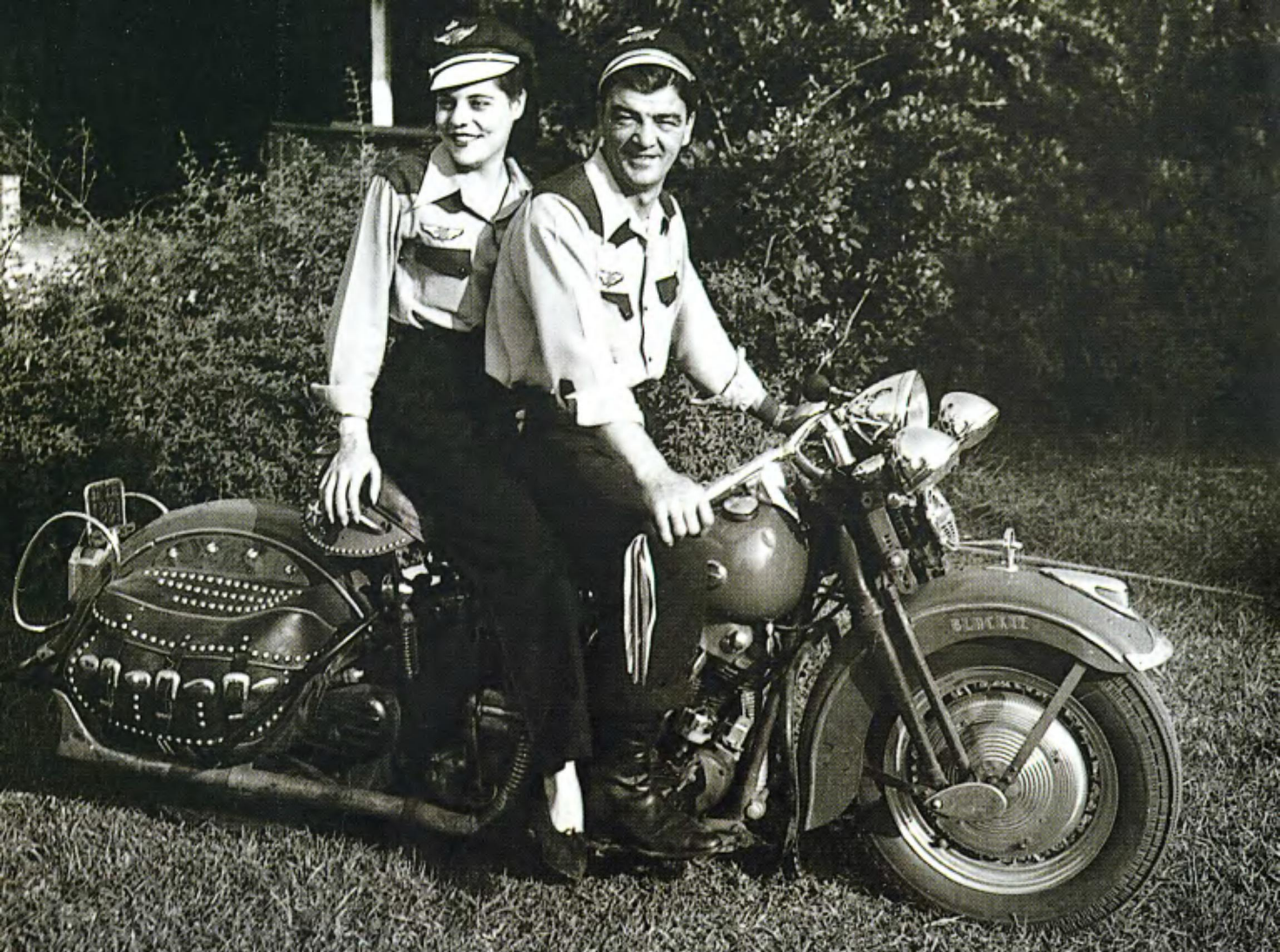
Howdy, y'all!

—Katmandu, Boozy Creek, Tenn.



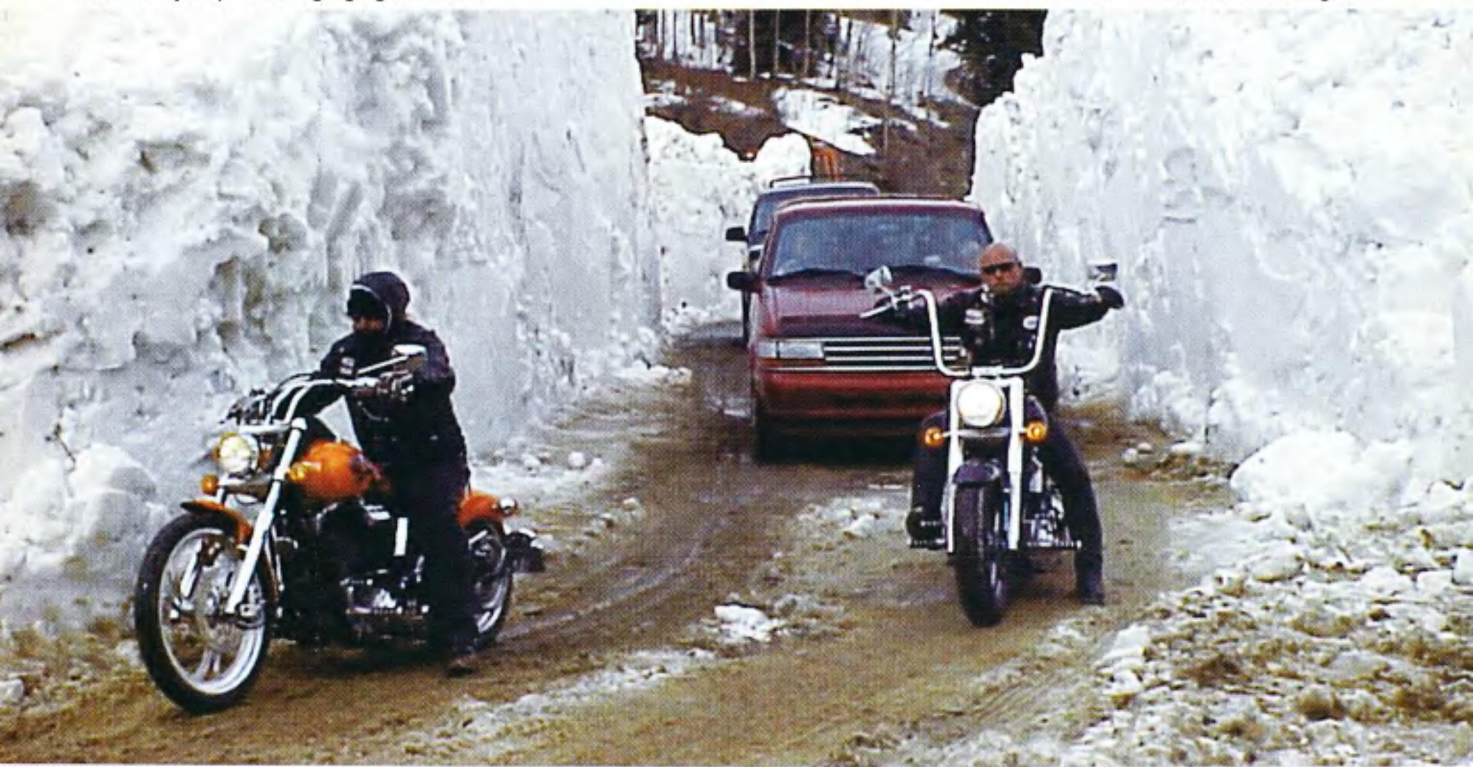
Rider and runway model, Malissha. Seconds before realizing she sat on a red ant hill.

—Mike Oransky Photography, St. Louis, Mo.



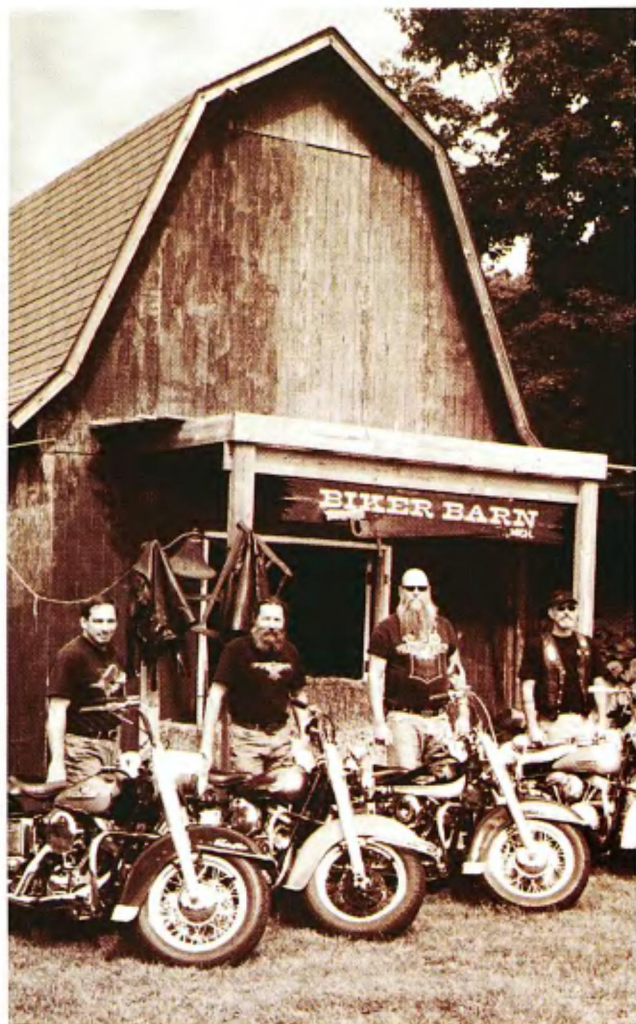
Join today's up-beat, a-go-go generation!

—Black Jack Smithson, St. Petersburg, Fla.



Ridin' through an avalanche, Red Mountain Pass, Colorado.

—Deacon and Bear, Grand Junction, Colo.



Barnstormin' bros. —Gabby, Geezer, Smitty, Frosty, Mattawan, Mich.

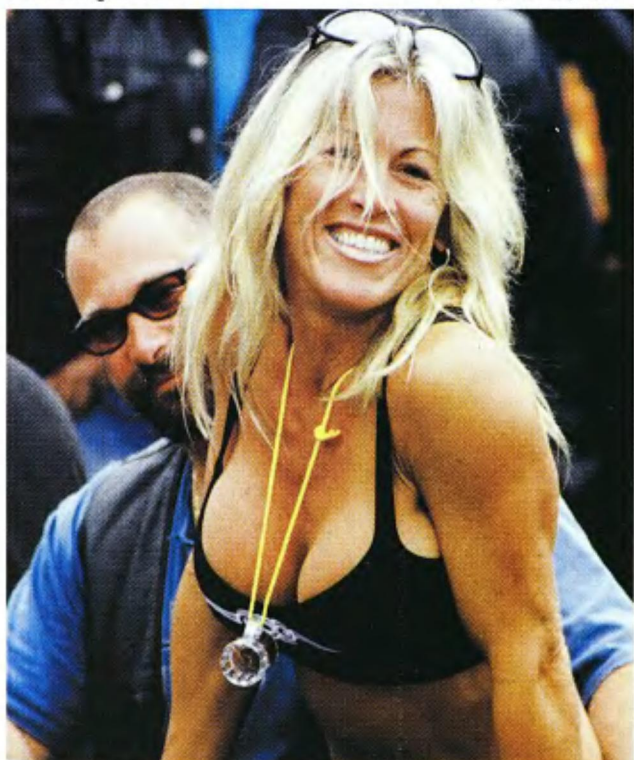


Where eagles soar.

—Sue, Austin, Minn.



Titty teaser. —Pistol Pete, The Booby Trap, Pompano Beach, Fla.



Is that a cock ring? —Don Brayton, Grimms Photo, Laconia 2000



Wedded bliss at Daytona.

—Kim G., Providence, R.I.



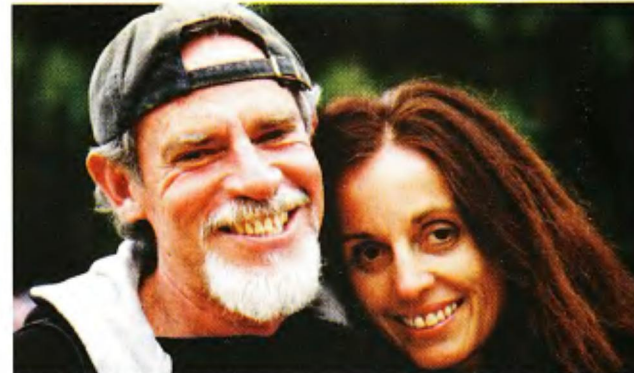
Too beaucoup!

—Brian Mallie, Freedom Rally, Humboldt, Iowa



Sure, it's all smiles that first night.

—Zane Kuhle, Palm Harbor Fla.



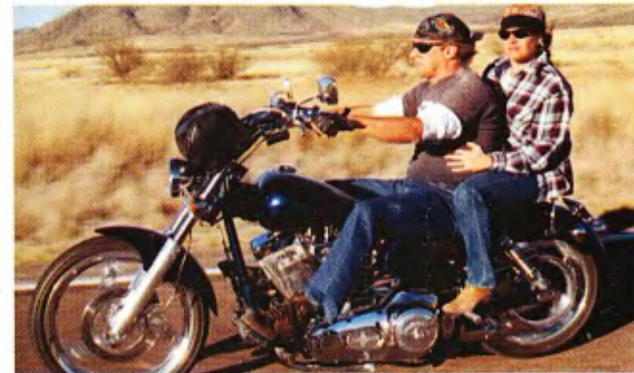
Boyd and Pam—biker love.

—Teddi S., Timber Cove, Calif.



Bug zappers, Larry Leaders Poker Run.

—Ewok, Green River, Wyo.



Painted Desert putt'n'.

—Scooter Grubb, Tucson, Ariz.



A bitchin' bike and babe...with a meatloaf sandwich and a sixer in the saddlebags. Ahh, yes! —Nate Ullrich and Theresa, Clinton, Iowa



Improper right turn signal.

—Reneé Valliere, Ruidoso, N.M.



Cycle salute.

—Packrat Bates, Apalachin, N.Y.

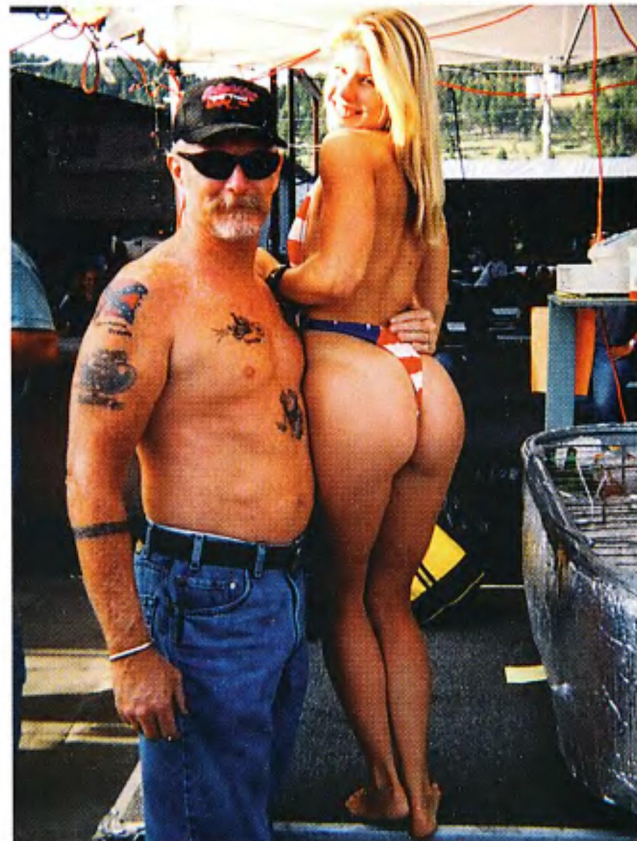


...and it's still 25 cents a gallon. —F. Brooks Kerr, Kingsland, Ga.



Two-up on two wheels.

—Bret Brandt, Waterloo, Iowa



Baby need a spankin'? —DynaMike, Billings, Mo., at Sturgis 2001

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay \$100 for every full-page color photo, \$50 for half-page color pho-

tos, \$40 for color photos printed smaller than half-page and \$30 for each black-and-white picture printed.) Please label all the photographs you send with your name and address. Also, if you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photography. Please include your mailing address with your digital submission.

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"Service was great! The operator was very conscientious. I've used Bros Club twice and let me tell you - the peace of mind is worth the price." - J.W. Columbus, OH

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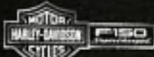
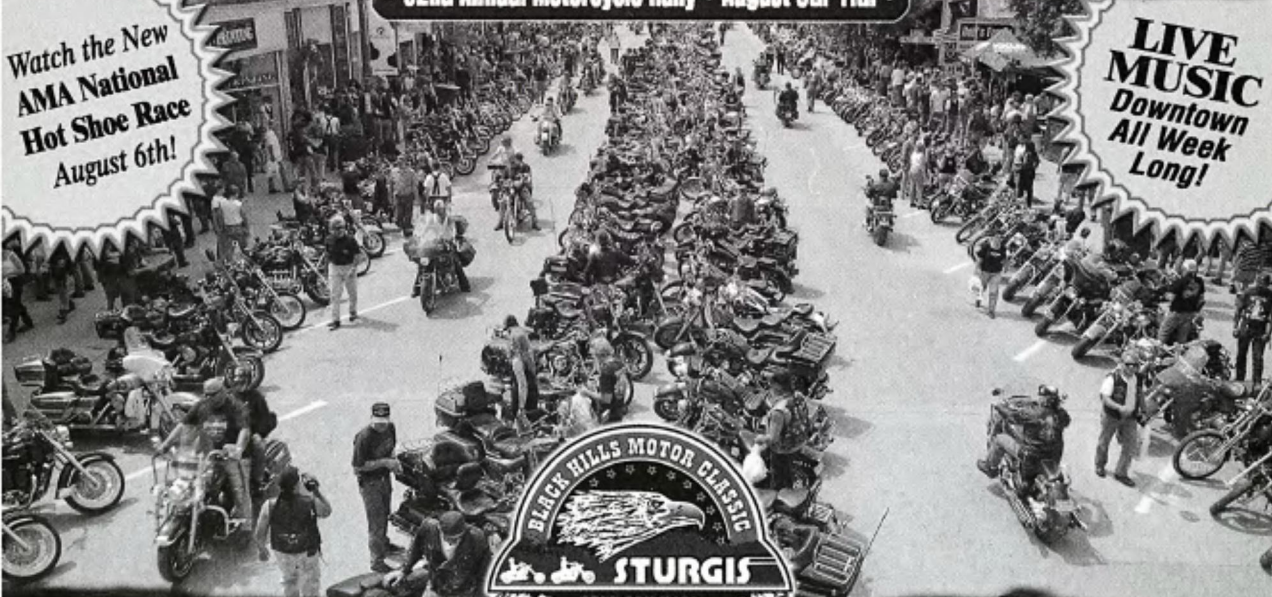
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EXACTLY WHAT ANDREAS DIDN'T WANT

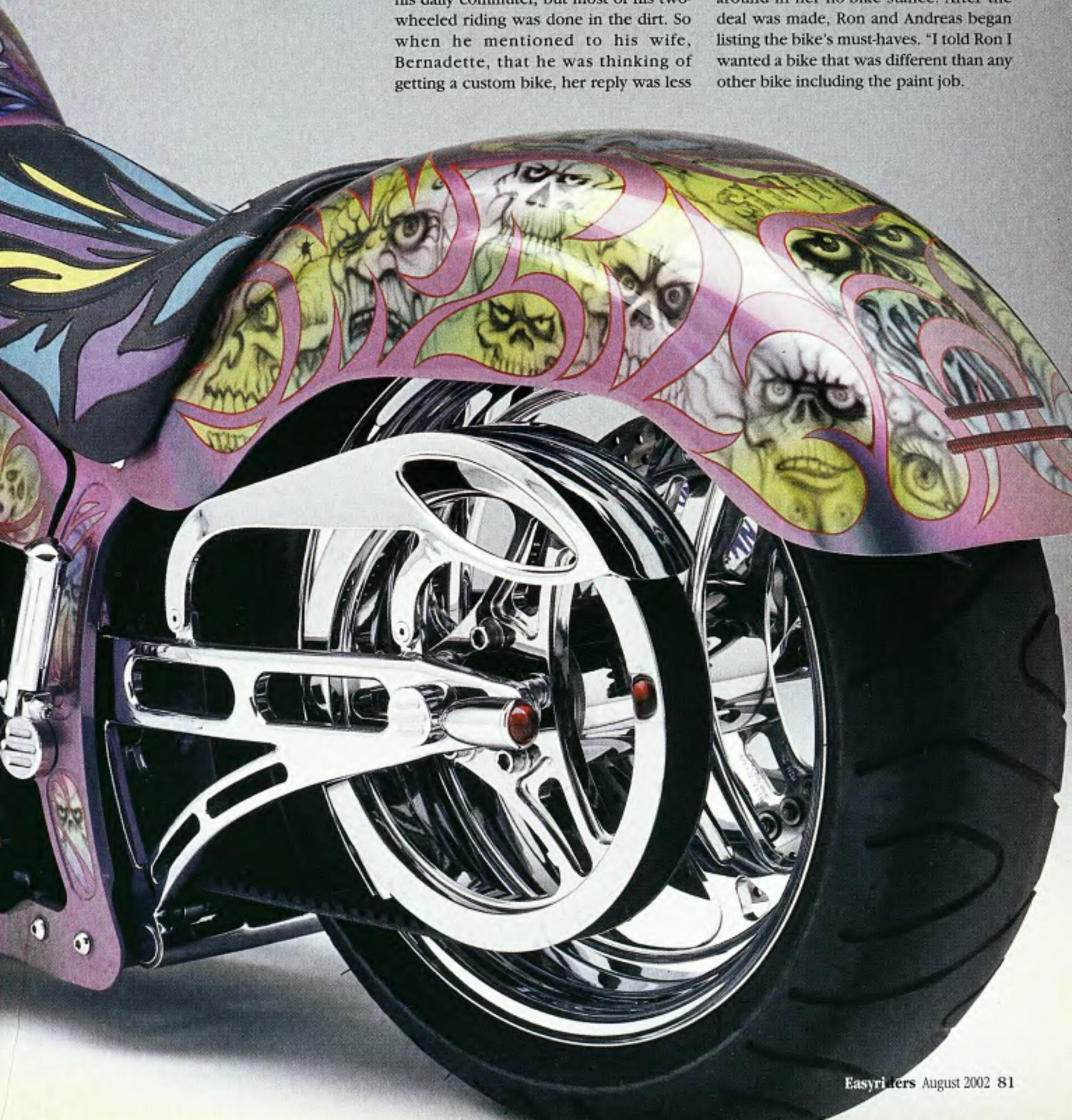
TITS AND SKULLS

In a reverse spin on that old proverb about being careful what you wish for because you may just get it, the Ron Simms custom seen here was everything its new owner had specifically said he didn't want. Now this may sound like someone's been sniffing at the wrong end of a nitrous oxide bottle, but in the case of Andreas Abramson of Hollister, California, the story has both a happy beginning and a happier ending.

Andreas is no stranger to high-performance vehicles, a twin turbo Porsche is his daily commuter, but most of his two-wheeled riding was done in the dirt. So when he mentioned to his wife, Bernadette, that he was thinking of getting a custom bike, her reply was less

than enthusiastic. But then Andreas' birthday rolled around. He said for his birthday present he just wanted to drive up to Hayward and take a peak at Ron Simms' shop, and Bernadette agreed.

When Andreas and Bernadette arrived at the Simms shop, Ron was there to greet them. Figuring it was a lookie-loo situation, as the couple turned and exited the shop, he was about to go back to hammering when Bernadette suddenly reappeared with her checkbook in hand. Obviously she had made a complete turnaround in her no-bike stance. After the deal was made, Ron and Andreas began listing the bike's must-haves. "I told Ron I wanted a bike that was different than any other bike including the paint job.





And the big thing relative to the paint job was that I specified no naked chicks and no skulls. So what do I see when I go to pick up the bike? The whole bike is skulls. And every one of the skulls, if you look closely, is full of tits and girls and all sorts of stuff," laughs Andreas. "It wasn't Ron, it was Horst the painter. That was the funny thing about the whole deal. Because it was so different, it turned out to be exactly what I wanted. I wanted a bike that when people walked away either they said they loved it or they

really hated it. But in either case, they remembered it. And that was the goal of the bike's paint job, which I think was accomplished."

As you can see Andreas went all the way in the engine department, signing up for a 131-cubic-inch monster motor from Merch. As if that wasn't enough, he also ordered the bike up with an EMC supercharger, all of which should give his Porsche a run for its money. Asked what's it's like to ride the bike, Andreas replies, "Well, you better hang on. It's

probably got over 200 horsepower, and it smokes the rear tire at 55 mph if you drop the clutch in fifth gear. So it's definitely a handful."

Asked if he was showing the bike in competition, Andreas replied, "No. The bike was built to ride around with my buddies in Hollister, not to show."

Now when Andreas rides he includes more than just his buddies. It seems that his wife picked up a Simms chopper as well. Seems these Simms bikes just get in your blood.
—Paul Garson



Owner: Andreas Abramson
City: Hollister, California
General
Fabrication: Ron Simms
Year and make: 1999 Simms
Model: Custom
Assembly: Ron Simms
Time: 3 months
Chroming: Carrera Plating
Engine
Year: 1999
Model: Merch
Rebuilder: Ron Simms
Displacement: 131 cubic inches

Cam: Merch
Carb(s): S&S
Pipes: Ron Simms
Transmission
Year: 1999
Modifications: Baker 6-speed
Painting
Painter: Horst
Color: purple
Type: DuPont
Special paint: graphics by Horst
Frame
Year: 2001
Builder: Paughco/Simms

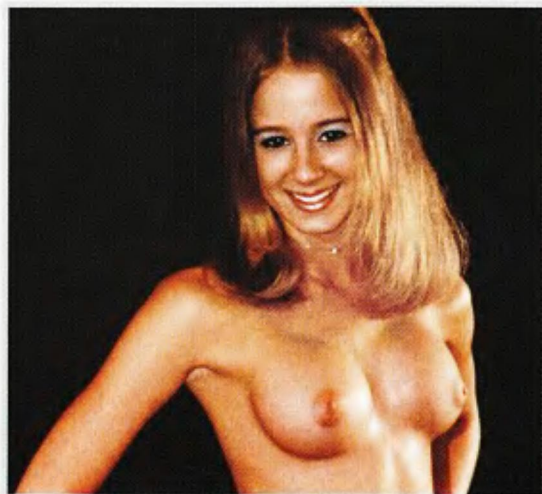
Type: Custom
Rake: 38 degrees
Stretch: 2 inches
Shocks: air suspension
Modifications: Simms magic
Accessories
Bars/Risers: Ron Simms
Handlebar controls: Ron Simms
Fenders: Ron Simms
Headlight/Taillight: Ron Simms
Speedo: Ron Simms
Front pegs: Ron Simms
Rear pegs: Ron Simms
Gas tank: Ron Simms

Oil tank: Ron Simms
Primary cover: Ron Simms
Seat: Corbin
Mirrors: Ron Simms
Grips: Ron Simms
Front end
Type: Storz/Ceriani
Builder: Storz
Wheels
Make: Performance Machine
Size: 21-inch front/18-inch rear
Tires: Pirelli
Brakes: Performance Machine
Photos: Michael Lichter

Meet March's Winner

Who knew there was such a thing as a fetish supermodel? Well, evidently your March winner did...since she is one. It appears, according to her Web site www.screamrealloud.com, that there are many reader's who knew that as well. Whatever the reason, Elkie was chosen as March's winner. Seein' as how she has a slight penchant for the exotic, we flew her across the country to our photog Mike Chase, who resides in a little town just north of the city by the Bay, center for everything *different*, San Francisco! Once there, we paired her with bike owner Cole Foster and his Salinas' Boys custom, all of which you can peruse for yourself—and by now probably already have—by flippin' back to Page 56. Check her out there, go to her Web site, do whatever ya gotta do ya freak.

—Sherwood O'Dunner



Amanda—Pennsylvania

#801

"Just knowing I was on that big machine made my whole body tingle. I wish I could meet someone that'll do me like that Harley."



Julie—North Carolina

#802

"My first ride was with a guy I didn't even know. My shirt flew up over my head and I wasn't wearin' a bra. I didn't care and I know he didn't mind."



Debi-Wyoming

#803

"I rode a Harley for the first time after watching Easy Rider and seeing all the fun they were having."



Jennifer-Massachusetts

#804

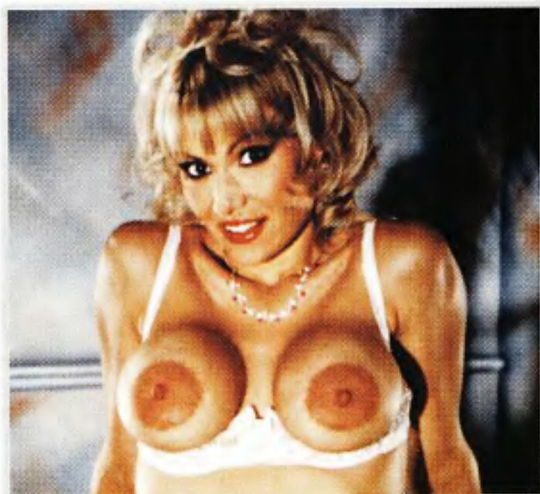
"The wind through my hair, the rush through my body, and my man. What more do you need?"



Kellie-Florida

#805

"I was about 5. I would fall asleep on the back of Dad's bike. He would put me up front and I would curl up on the tank and sleep all the way home."



Barbie-Texas

#806

"I was 16 and my boyfriend's dad would let him take me for rides to the ice cream store. I think of that bike as my first love. Can't recall his name, though."

Fox Hunt

Ladies, make \$500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get \$150 for sending in the photo; the cutie gets \$350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole \$500!) We'll even throw in round-trip airfare, a personal chaperone, and deluxe accommodations at a hotel—with indoor plumbing, even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

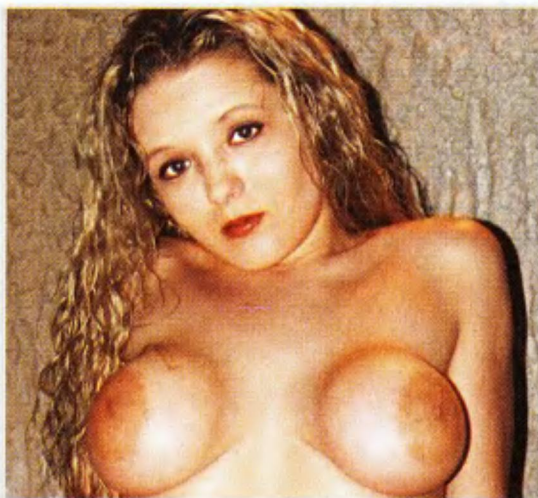
Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of *Easyriders*, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on

a postcard—or on the back of a sealed envelope—and mail it to #348 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes June 1, 2002. The voting deadline for this month's crop of cuties is June 30, 2002. We'll announce the winner in the November 2002 issue.



Here she is, your April 2002 monthly Fox Hunt winner, Christina, Number 405, from Cincinnati, Ohio. See a lot more of her next issue.

350

FOX HUNT

P.O. Box 3000,
Agoura Hills, CA
91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization. I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name _____

Address _____

City _____ State _____ Zip _____

Daytime Phone () _____ Evening Phone () _____

Date of Birth _____ I am _____ years of age

I will pose fully nude _____

Model's Signature _____

Photographer's Name _____

Address _____

City _____ State _____ Zip _____

Daytime Phone () _____ Evening Phone () _____

Photographer's Signature _____

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D. that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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CHICA'S HOWLER

Chica's Custom Cycles located in Huntington Beach, California, specializes in old school-looking bikes utilizing modern technology. He says a lot of his ideas come from '60s and '70s biker movies, old *Easyriders* magazines and details lifted from vintage bikes. Chica says he doesn't care much for billet and flashy paint, his main focus is on fabrication. He feels there are a lot of angles that can be made only by hand, and not by machinery. What's important to him is building something that is truly handcrafted. He says, "the reason I think my bikes are different is because my work ethic is also

old school. I like the image of the old blacksmith, using his bare hands to pound steel into parts."

Chica began his career as a Honda mechanic, and says that he wasn't initially interested in Harleys when he first started out in his native Japan. One day a friend at a Harley dealership persuaded him to test ride a model that had just arrived and he admits to being impressed. Soon, he decided to buy one. He traded seven Hondas he owned for that first Harley.

Since parts for them were hard to come by, and very expensive over there, he decided that he needed to learn how to work on them.

I like the image of the old blacksmith, using his bare hands to pound steel into parts.





It wasn't long before he opened his own service and repair shop in Japan, specializing in Harleys.

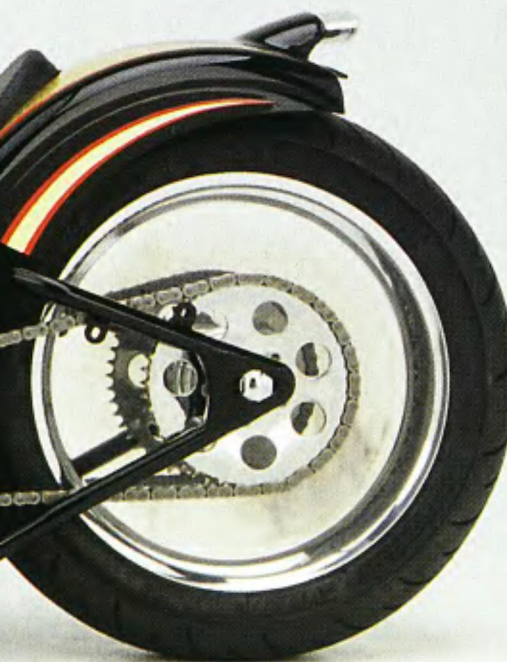
Chica discovered that his passion was fabrication and custom bikes, not fixing them, so he decided to move to the U.S., and California, because he felt that was where the action was. His attention to fine detail and dedication to perfection has given him a reputation as one of the country's finest builders. Most of the parts that grace his bikes are made by hand. And every one of his customs is truly unique and different.

This bike shows off some of Chica's original line of products, like the handlebars, gas tank, oil tank and seat, while a number of other products are from Chrome Specialties, for whom he is now doing design work. He has built a number of bikes for Ed Martin, former president of Chrome Specialties, which are showcased in the company catalog. They have since gone on tour.

The drag bike inspiration for this latest creation is evident. In a change of pace for Chica, he decided to go with an Evolution motor instead of the vintage style iron he usually creates. The Santee softail-style frame and custom designed sheet metal, with the 200 rear tire and Performance Machine brakes make the bike look like it's doin' a 100, just standing still.

Chica is now producing two to three wild custom bikes a month. If you want a truly one-of-a-kind scooter, call Chica at 714-842-9587, or check out his too cool Web site: www.chicacustomcycles.com.

—Kit Maira



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Owner: Chica Custom Cycles
City:.....Huntington Beach, California
General
Fabrication: ..Chica Custom Cycles
Year/make:.....2001 Spec. Const.
Model:.....Howler
Assembly: Chica Custom Cycles
Time:.....6 months
Chroming: South Bay Plating
Engine
Year:.....1999
Builder: Harley-Davidson
Displacement:.....80 cubic inches
Cam: Harley-Davidson
Carb: Harley-Davidson
Ignition:.....Crane Hi-4
Pipes: Chrome Specialties
Transmission
Year/Make: 2000 RevTech
Painting
Molding: Burke Custom
Painter: Burke Custom
Color: black/gold leaf
Special paint: Bob Iverson
Frame
Year/Make:.....2000 Santee

Type:.....softtail-style
Rake: 35 degrees
Shocks: Progressive Suspension
Accessories
Handlebars: Chica Custom
Risers:.....Chrome Specialties
Handlebar controls: Arlen Ness
Fender: Chica Custom Cycles
Headlight: Chrome Specialties
Taillight:.....Chrome Specialties
Speedo: Chrome Specialties
Pegs: Belt Drives Limited
Foot controls: ..Belt Drives Limited
Gas tank:.....Chica Custom Cycles
Oil tank:.....Chica Custom Cycles
Seat: Chica Custom Cycles
Grips: Arlen Ness
Front end
Type: Chrome Specialties narrow 2 inches under
Builder: Chrome Specialties
Wheels
Size: 120/16 front 200-16 rear
Tires: Avon
Brakes: Performance Machine
Photos: John Wycoff



How Come He's Out Riding ...

... And I'm
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Cleaning???

"I just don't get it. There goes my neighbor and he started cleaning his bike after I did. He's got a clean bike and I'm not even half finished. What gives?"

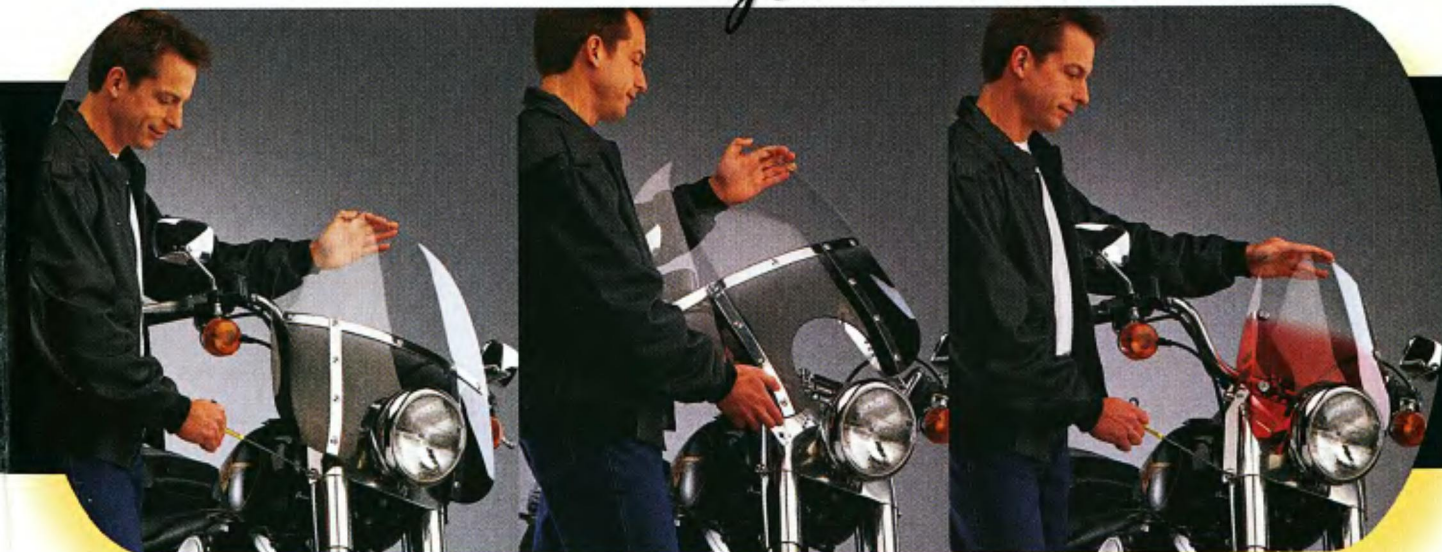
Poor Larry. Trying to clean his bike the clumsy, old fashion way. Too bad he hasn't found out about S100® Total Cycle Cleaner, the product Rider Magazine called "the revolution for the Saturday morning wash". Spray it on, touch the heavy dirt with a sponge, hose it off and you're done in about 15 minutes. Factory approved and supplied to leading motorcycle manufacturers for over a decade. Ask a friend. He'll tell you that S100 is the secret to getting in more riding time this year! Available from your Harley-Davidson® Dealer.

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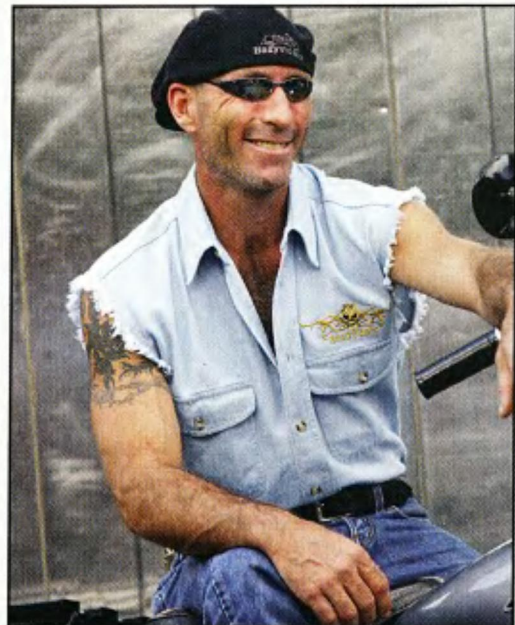
The bike will include a mighty RevTech 100-cubic-inch motor and RevTech 6-speed transmission. While this is a computerized rendering of what the bike will look like, the paint scheme will be somethin' like this. In other words, bad-to-the-bone.

Next month we'll begin the bike build by showing you all the various parts that will go into this sleek ride. You can follow along over the next few months as we build your dream bike. Look for details on how to enter to win this wild ride by checking out the J&P Contest Ad beginning next month in the September issue of *Easyriders*.

Somebody is gonna win this chilling chopper, it might as well be YOU! Enter the J&P Cycles/*Easyriders* Bike Giveaway!

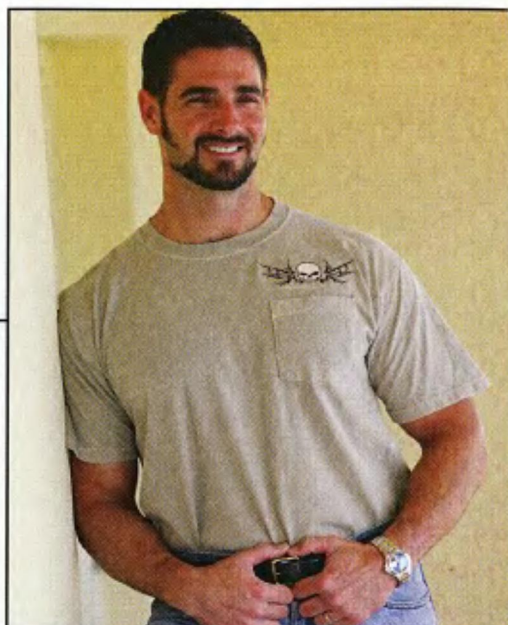
—Phantom Dave





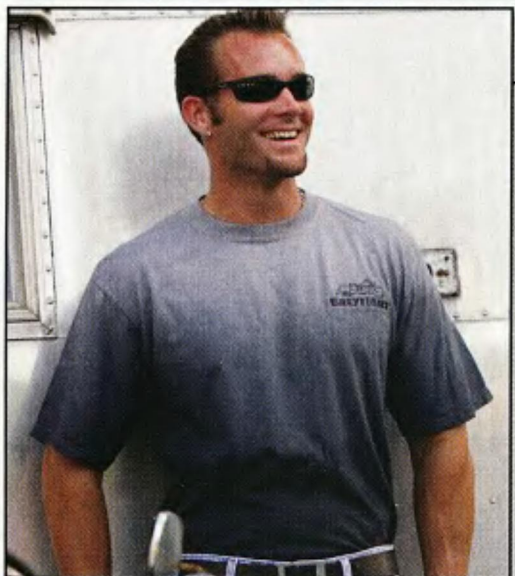
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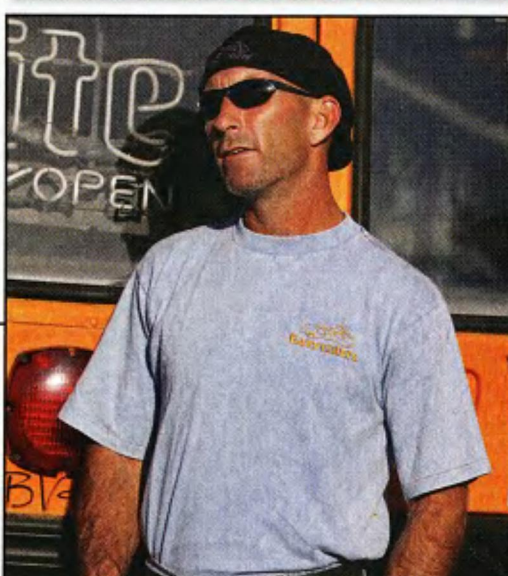
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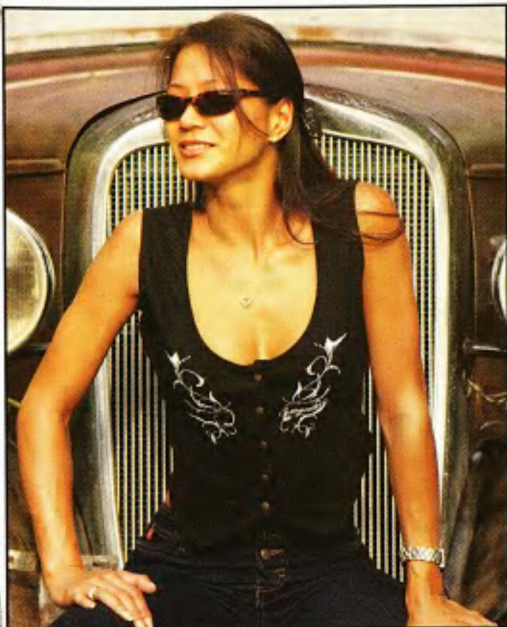
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XX, XXX . . \$119.00



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XX, XXX . . . \$149.00

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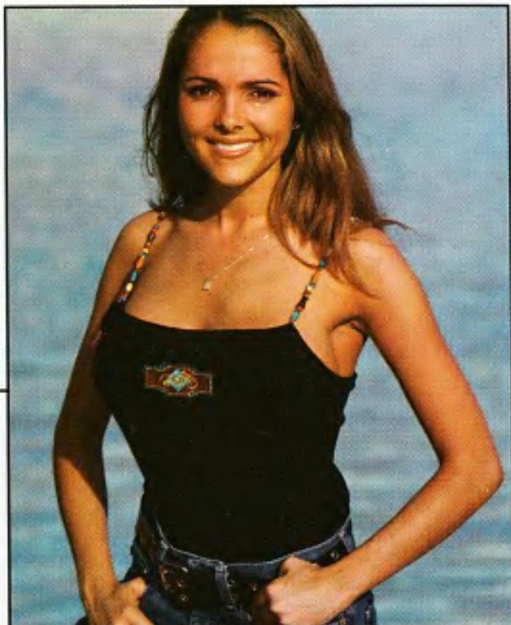


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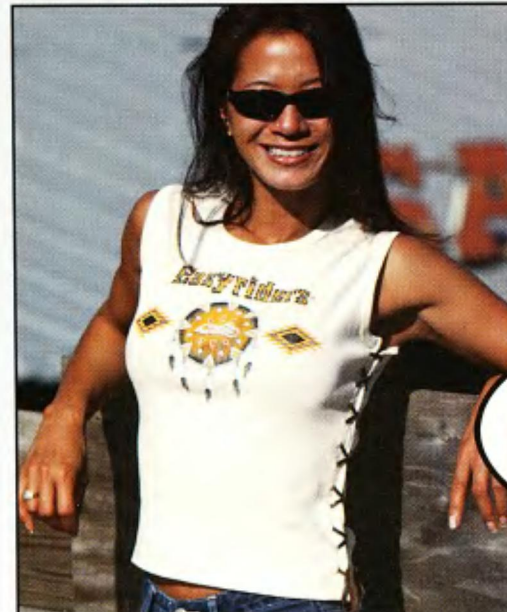
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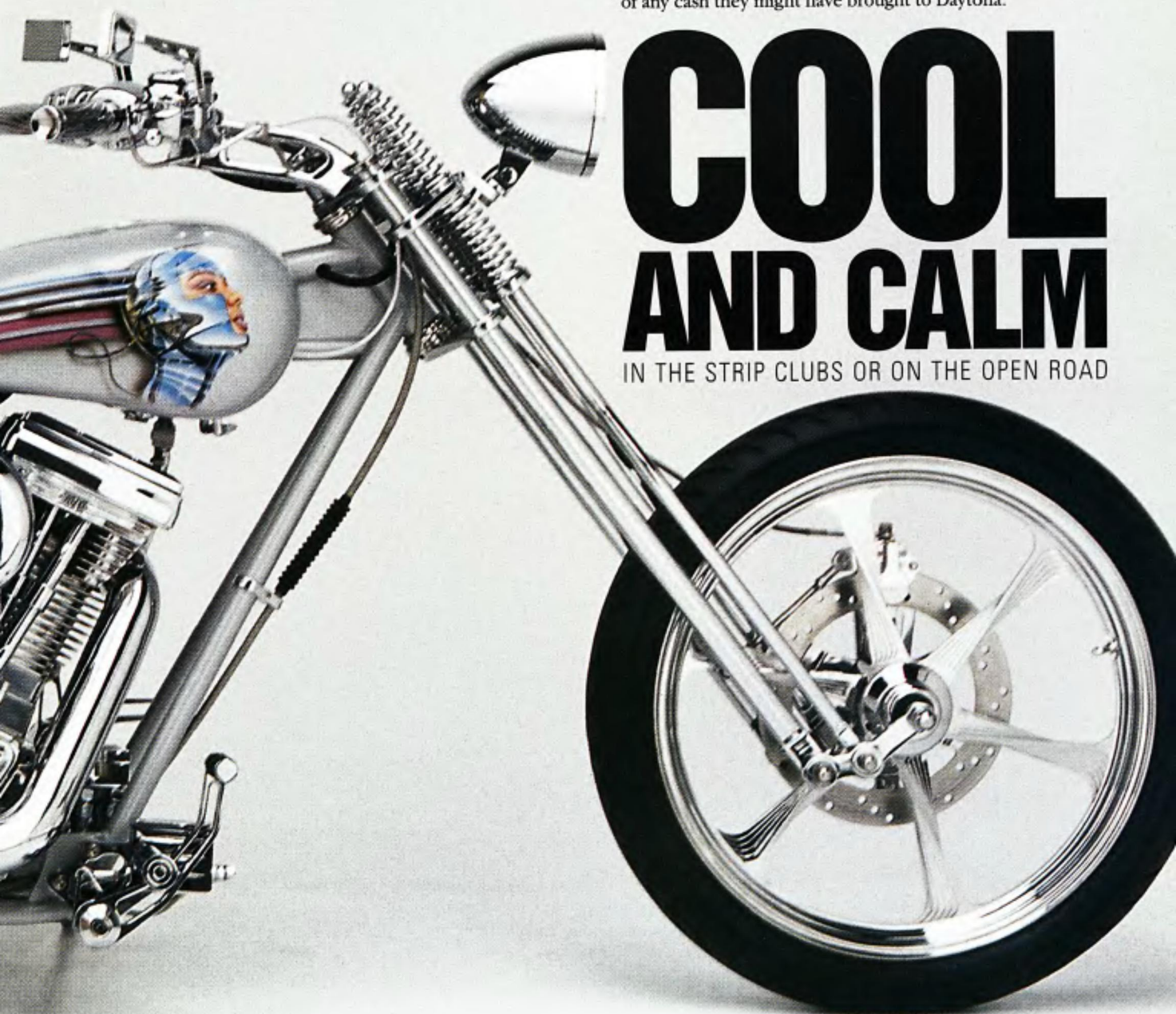
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Most strippers have an incredibly keen sense of smell. By virtue of this extraordinarily developed sensory capacity they can, it seems—even in a club filled to the brim with dollar-wielding, bug-eyed, testosterone-overloaded horndogs—zero in on the one wallet that's sitting quietly at a table away from the stage, serenely bursting at the seams with \$100 bills.

Jim McGhin, owner of such a wallet, had come to Daytona to take possession of his bike, which was built by Denver's Choppers in Las Vegas and which Mondo, head honcho at Denver's, had brought to Daytona Bike Week, along with a dozen other jaw-dropping sleds. To celebrate the completion of his deal, Jim invited Mondo, and a guy named Chicago Nick, and yours truly to Lollipops; Daytona Beach's premier strip club. Some of the finest strippers from all parts of the country gather at Lollipops annually during Bike Week, including the current *Ms.Easyriders*, to delight and denude said horndogs of any cash they might have brought to Daytona.



COOL AND CALM

IN THE STRIP CLUBS OR ON THE OPEN ROAD

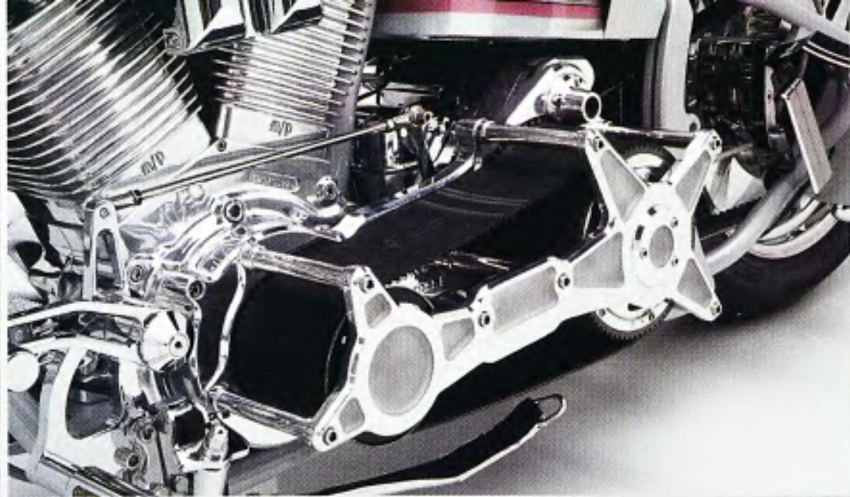
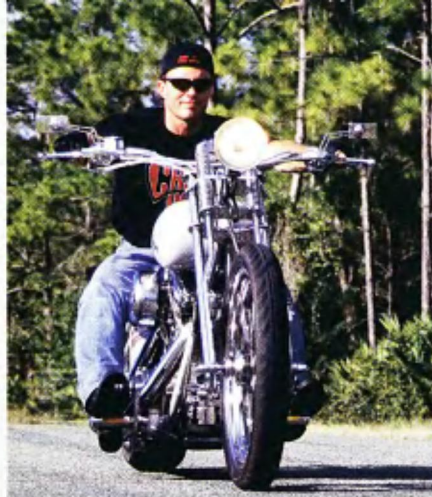


Almost as soon as we sat at our table, we were surrounded by Karma, Heather, Allison, and a number of other lovelies whose names have since escaped my tit-soaked mind. While Chicago Nick, Mondo, and I were gloriously drowning in multiple lap dances, grinning until our faces hurt, Jim remained calm and cool, only occasionally shooting off a smile that seemed to say, "So, are we having

fun yet?" But remaining cool and calm is Jim's *modus operandi*, something he'd learned while growing up riding bikes in northern Florida, and something he still uses successfully in his business ventures today.

Calm and cool is also the first impression Jim's bike leaves, but only while standing still and with the motor shut off. Coming back from his first ride around Daytona

on his 2002 Denver's Sport, Jim was grinning from ear to ear and telling tales of "chewing up rice rockets left and right" practically from every red light, that might have had the audacity to slow down this behemoth's pace. A powerful 131-inch Merch motor, tricked out by the infamous Bullhead Bob, beats like a bionic heart and releases its herd of horses through a 4-inch Boyce belt drive mercilessly onto an



unsuspecting Performance Machine Twister rear wheel.

Much of this bike is homemade by Denver's, like the springer front end, the fenders, and the foot pegs with the incorporated turn signals (known as "flicker pegs"). But the turn signals are basically useless, because they're the last thing anyone encountering this bodacious beauty would look at. In fact, a

thundering blur is pretty much all most of us would notice in her presence.

The frame is a Denver's Diamond, and these folks still build frames the old way: with class, style, and a lot of know-how. And Jim Davis, airbrush artist extraordinaire for many a custom sled, laid down this stunning portrait of what we might be able to expect our women to look like in the future.

What better contemporary companion for such a bike than the calm, cool, and oh so hypnotizing beauty of our Nordic model, Elke. Born in Stockholm, Sweden, and raised in Germany, Elke, however, is hardly a thundering blur. In fact, a chassis like Elke's wants to be looked at closely, studied quietly, inspected intimately. By doing so, you're joining millions of others around the



world, since Elke has been a Playmate in 19 different countries and could be admired in movies like *Wayne's World II*, *Charlie's Angels*, and *Crocodile Dundee*, among others. If these pictures aren't enough for you, grab your drool cup and mosey on over to www.elkej.com for some more intensive exercising of your sensory—or sensual—capacities. But please don't bother Elke with dollar bills; for a strip down her mammary lane, you'll need plastic, preferably in something close to her hair color. —Red Baron

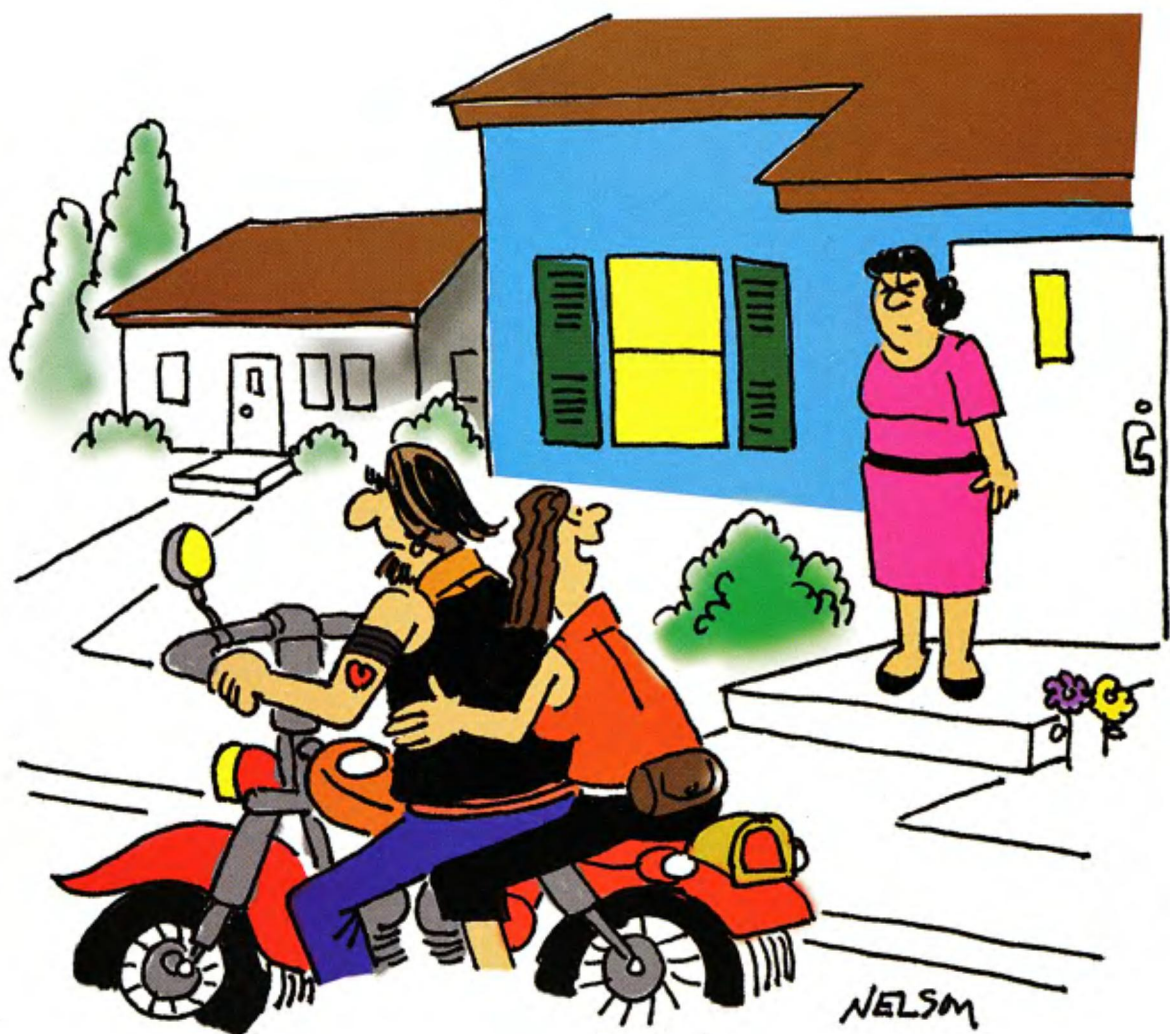


Owner: Jim McGhin
City: Reno, Nevada
General
Fabrication: Denver's Choppers
Year/make: 2001 Custom
Model: Denver Sport
Assembly: Mondo and Van
Time: 6 months
Chroming: APS
Engine
Year: 2000 Merch
Model: Race
Rebuilder: Bullhead Bob
Ignition: Crane Hi-4
Displacement: 131 cubes
Lower end: Merch
Balancing: Merch
Pistons: Merch
Cases: Merch
Heads: Merch
Cam: Crane

Lifters: Crane
Carb: S&S G
Air cleaner: S&S
Pipes: Samson
Mufflers: none
Transmission
Year: 2000 JIMS
Shift: 6-speed
Shifting: per foot
Engine sprocket: belt
Trans sprocket: 32-tooth
Wheel sprocket: 65-tooth
Painting
Painter: Jim Davies
Color: gray
Type: House of Kolor
Special paint: Art by Nick
Frame
Year: 2000 Denver's Diamond
Builder: Erwin
Type: softtail-style

Rake: 36 degrees
Stretch: 5.5 inches in back
Shocks: stock
Accessories
Handlebars: Drag
Risers: Minnesota Custom
Cycles
Handlebar controls: CCI
Fender(s): Denver's
Headlight: billet
Taillight: Ness
Speedo: Dakota
Front pegs: Denver's
Rear pegs: Denver's
Electrics: Denver's
Foot controls: APC
Gas tank: Fat Katz
Oil tank: Diamond
Oil system: S&S
Primary cover: Boyce
Seat: Denver's

Mirrors: Pro-One
Grips: Ness
Forks
Type: wide springer
Extension: 6 inches over
Builder: Denver's
Special features: single disc
Wheels
Front
Size: 21 inches
Hub: Performance Machine
Rim width: 2.5 inches
Tire: Avon
Brake: Performance Machine
Rear
Size: 18 inches
Hub: Performance Machine
Rim width: 5.5 inches
Tire: Avon
Brake: Performance Machine
Photos: John Wycoff



*"It's OK, Mom, he's a careful rider.
His Harley has a custom paint job and he wouldn't think of scratching it."*

DETOURS

LIFE, DEATH AND DIVORCE
ON THE ROAD TO STURGIS

BIG DOG
MOTORCYCLES

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NORTH

I laid in my dome-tent and watched as the terrain slowly passed by. The salty waters abruptly succumbed to a coastline of timberland so dense in its ancient majesty that I believed it to be virtually impassable by an on-foot assault. Beyond the shoreline the forest rolled for a mile across foothills before climbing into an endless mountain range that defiantly maintained its thick snow-covered peaks even though it was mid-summer. For days, I'd seen barely a sign of human existence and it had been an unexplainable feeling to look upon

such a complete absence of society. I had felt as though we'd been transported back to prehistoric times.

Adrienne and I had been camping among the city of tents that resided on the top deck of the great ship for the past five lazy days since we'd boarded in Bellingham, Washington. Since that time, we had met a slew of unique and unconventional travelers, but all that was about to change.

As the sun never truly sets in the summer months of the far north, the daylight still shown from the day before as the good



"Yeah, we made it. But my ass hurts!"



An great view from the campsite. Inset: Maurice Minnefield sells Scotty some acreage.

ship Malaspina pulled into dock on the shore of Juneau, Alaska, at 5:30 a.m.

Juneau is a large coastal town of 35,000 that's only accessible by air or sea as there's not a single road that connects this small city to the rest of the world. Our ride on the Malaspina would end here and we'd be laid over until 1 a.m. of the following night (if you could call it night), when we were to board the Kennicott (another car ferry) for a two-day ride across the open sea.

We broke camp, grabbed our gear, and rode the elevator down to the car deck. There, beside the autos, campers and 40-foot motor homes that were parked in the warehouse-sized belly of the huge metal monster, my full dress Harley seemed small and insignificant as it waited in a corner with the rest of the motorcycles.

In preparation for this trip, I had held up at a shop near San Diego to affect basic repairs to my aging FLT. I had been treated so exceptionally well that, in the interest of our readers, I feel it only right that I should include their info. Here it is: Wildside Custom Cycles, 7949 Mission Gorge Rd., Santee, Calif.; 619-562-7666.

Once the tie-down straps were removed we reloaded our gear and mounted up. As I hit the starter button the sharp crack of the engine began to echo loudly through the vast hull of the ship. Like the tremor of a small earthquake that emanates from deep within, there has always been an unexplainable excitement I have enjoyed when riding an oversized motorcycle into new and uncharted territory. As we putted up the

steal ramp onto the shoreline of Alaska I experienced that euphoria once again.

Holding to the philosophy that true adventure requires an uncertain outcome and, without a clue as to what we would do next, I pulled onto the southbound pavement and accelerated. To the west of the small two-lane road, a large channel of salt water separated us from the opposing island shore. To the east, the terrain remained the same as seen from the ship; hills of thick green forest rolled away to eventually meet tall snow-capped mountain peaks in the distance. Twelve beautiful miles later we pulled into Juneau.

It was a good day for goofin' off. We visited the local glacier (first one I'd ever seen), fucked in the woods then screwed around town—or is that screwed in the woods then fucked around town? Anyway, by late afternoon we found ourselves hanging out in front of some Starbucks-type java joint downtown and ran into "Welcome Wagon Bill." Bill was a talkative and excitedly happy dude who seemed genuinely delighted to make our acquaintance. "You've got to contact the Panhandlers MC," he insisted, "they just love to meet out-of-towners."

"Sounds great Bill," I replied with genuine interest, "but it'll have to wait until tomorrow. For now, can you just tell us where we might find a campground?"

"There's a cheap place just three miles south of town," Bill grinned. "Many of the transient workin' folks stay out there so you might even hook up with some interesting people." After another half-hour of colorful conversation we

said our thanks and set off for camp.

The little southbound coastal road that Bill had suggested soon carried us alongside one of the upper-crusty docks that cater to the constant flow of billion-dollar luxury liners that permeate the summertime shores of Juneau. After docking, these huge, floating money machines unload a few metric tons of tourists who then rush around town throwing money at the local shopkeepers before scurrying back aboard.

Of all the tour ships I'd seen that day, and to my complete fascination, the granddaddy of them all sat parked there before us. From the road, I strained my eyes to see the colossal rock-climbing wall and enormous water slide that waited against a pale blue sky in the distant altitude of her top deck. On her side I watched as an exotic glass elevator hauled people up a gut wrenching 13 stories. "Jesus Christ, Adrienne, would you take a look at that thing! Lets stop and see if we can get a tour of the Titanic here." I parked my scooter and we walked up the gangplank.

As we stood in line with the other passengers, I noted that there was some kind of confusion with the plastic boarding cards that the group in front of us was trying to stick into the security computer. When the thing finally gave 'em the go ahead, I grabbed Adrienne's hand and quickly mingled into the crowd as they passed the guards. "We made it!" I said excitedly. "We're on the ship."

Hustling over to the elevator, we climbed aboard and pushed the top deck button. The lift was glass on both sides, one looking towards the shore, and the

other facing inward to a magnificent atrium. Besides the climbing-wall and waterslide, the top deck offered basketball, ping-pong, and shuffleboard courts, one weight-room, and an entire miniature golf course. Exploring other decks, we found two swimming pools and three Jacuzzis. One pool was outdoors and the other resided inside a glass terrarium with a transparent sliding roof. The terrarium pool boasted a bar, live jungle foliage everywhere, exotic poolside furniture with safari-print upholstery, and two 20-foot elephant torso sculptures set into a cascade of exceptionally thick plant life that thrived around the pool's imitation headwaters. To top it off, the soothing sound of electronic crickets radiated through the deep jungle setting. Neither of us had remembered to bring a camera and there was certainly no going back for one now.

"Adrienne, is this ship moving?" The sudden thought of being brought up on stowaway charges was freaking me out. Finally I asked someone. It seemed that the ship's departure time wasn't until 11 p.m., so we had 4 1/2 hours for our illegal tour.

During our exploration, we discovered a fine art gallery, a library, heli-pad, coffee shop, movie theater, complete shopping mall (which was closed while in port shooting down our plans of buying a disposable camera) and even a full-sized gaming casino (no shit). I learned that the "Radiance of the Sea" was bigger than the Titanic and over twice the tonnage of the largest Aircraft Carrier we had in WWII.

Eventually, we absentmindedly wandered into a huge seafood buffet. After learning that the grub was complimentary I said, "Order anything you like baby. Nothing is too good for the woman I love."

"Oh, honey," she said, picking up a plate and piling it high with crab legs and sushi, "you're just too good to me." No one seemed to notice the fact that we were the only patrons dressed in Levis, boots, and sleeveless T-shirts.

After dinner, we moved to the forward theater/stage to take in the live ballet show that everyone had been chattering about. It was certainly a lovely ordeal, old chap (and I mean it), but afterwards it was time to leave the ship.

A live band gently radiated mellow music as we slowly crossed the lounge/bar located on the floor of the atrium. There, a couple who were seated on a sofa, looked us over curiously before the wife said, "Hey, didn't we see you two riding through town? How'd you get the motorcycle on the boat?"

"We're stowaways," I said, confessing the truth. They laughed and asked if we'd found the buffet. We admitted that we had and that it was delicious. "How are you gonna get off the ship?" the husband inquired. "You know, you've gotta have a card to go ashore."

"Oh my god," Adrienne's reaction was one of sudden shock. "What are we gonna do?"

Now I ain't sayin' my ol' lady was packin', and I ain't sayin' she wasn't, but I will say this—she was mighty nervous. "Fuck it," I replied, "I'm gonna tell the

truth. It's a half-hour till departure, Adrienne. What are they gonna do, throw us in the brig? Call the cops? Hell no, their gonna boot us off the ship, which is exactly what we want."

As we approached the gate, I noted that one rather pudgy little dude stood there beside a tall Gestapo bitch. The dude promptly asked to see our cards. Adrienne passed as though he did not exist. "Miss, stop, please, Miss!" She only ignored him as she quickly made her way for the shore.

Miss Hitler questioned me thoroughly. I told the truth. "It was a lovely tour and we truly enjoyed your ship, but, you see that Harley waiting for us over there?" I pointed, "It misses us and we must go now, just as must you." For all of her interrogation I refused to divulge which port we had boarded through, stating that I would not rat out the negligent doorman.

Finally, Mr. Pudgy waved us through, saying, "Just get outta here." We did.

It was rather late by the time we reached the campground (although you'd never know it from the brightness of the sky) and we arrived only to find a handful of happy hippie types hanging out at their campfire beside an old, brown trailer. Now everyone, and I mean everyone, north of Humboldt, smokes—I don't care if it's an old blue hair with knitting needles, she's bound to have a big old bag in her purse—and this was a mellow crowd.

We sat beside the evening's fire as the unique northern magic began to weave its unconventional web. I was told it's



Scotty in search of Maggy O'Connell and Doctor Joel Fleischman.

because the long winters can sometimes force people to come together in the simple name of survival. Or maybe it's just the laid back pace. Whatever the reason, I have never visited anyplace where the people are so quick to friendship and eager to help. One such individual we met that night was named Jason. Stating that he knew some folks we just had to meet, Jason invited us inside his trailer then picked up the phone in an unsuccessful attempt to contact these people. As our host talked the hours away I enjoyed the distinct feeling that, although we'd only just met, he was welcoming the return of his two, long lost best friends.

Later, and although we usually prefer to sleep outside when possible, I put up a tent against the late-night sunshine that still rained down upon our bed at 1a.m.

In the morning, it was a chilly and overcast as we sat in the trailer while Jason cooked up a simple breakfast. "Kinda nasty out," I commented.

"Probably gonna rain," our cook replied. "This is a rainforest you know." After we ate, Jason picked up the horn again. Ten minutes later he snapped the receiver down and said, "Their sending a couple of guys to meet us at the Rendezvous Bar, downtown. We've got a half hour to get there." Adrienne jumped into our host's old Chevy van and I mounted up to follow.

A glance through the front door of the Rendezvous told me that, except for the barmaid, the place was empty. As we entered, she turned her gaze on us and

said, "Scotty and Adrienne I presume."

"That's us," I answered, "and you are?"

"Margo," she smiled and pushed an attractive hand across the bar. "The boys will be here any minute. Pull up a seat. Would you like a drink?" We ordered coffee. "Jason?"

"No thanks Margo, I can't stay." As he soon stood to leave, Adrienne hugged Jason gently and I shook the dude's hand. Although I watched quietly as the young man made his way to the door, my mind did not sit idle. The magnitude of his fast friendship and extended hospitality toward two complete strangers had seemed unusual to me; but then, I hadn't yet learned that this kind of cordiality is common practice in Alaska.

Ten minutes of idle chitchat passed between the three of us before one biker and his buddy walked through the door. The leather clad dude glanced over at the barmaid (whom I would soon learn was his ol' lady) and said, "Hey Margo, and where did you find these two strays?"

"BC and Ed," she made a hand motion, "this here's Scotty and Adrienne." Introductions went around followed by still more small talk.

Finally BC said, "Well let's go, Poe is waiting." A few minutes later Adrienne and I found ourselves wearing heavy leather "biker apparel" as we gazed across the chilled waters of an overcast coastline. The Ford pickup that carried our two guides pushed north as my big Electra Glide kept pace behind.

Eventually we pulled into the parking lot of a large restaurant. The sign said,

"Pappy Poe's Pork Palace." Being the tight ass I am, and knowing full well that the single most important rule allowing us to spend so much time on the road is to travel cheap, I thought to myself, "Looks expensive."

It began to rain and pulling a tarp from our gear, I covered my bike before following the two men inside. The entire gang, who had graciously come to meet us, now sat around a large table as we approached. The crowd of Panhandlers MC and their women folk sat loud and boisterous as their outbursts of high spirits and laughter began to thaw our chilled bones.

No one yet knew that I'm a writer and never before have I had an entire club gather to welcome a couple of scooter stragglers who were just passing through town. The northern man's idea of simple hospitality was both shocking and inspirational to me.

We were handed menus and Poe, an exceptionally large and hardcore biker, told us to order whatever we liked. We did. As the little party carried on I learned that the Panhandlers MC—who acquired their name because they live in the panhandle of Alaska—have been around for 23 years and number around 20 members. I also found out that the club sponsors the "Boogie Till Ya Puke" run. It's a charity fundraiser that celebrates the summer solstice (a big deal in Alaska) in June. On that day, the longest day of the year, the sun can still be seen hanging in the pale Juneau sky for a whopping 18 hours and 18 minutes.



Inset: members of the Panhandlers MC. Adrienne checks out Alaska splendor.

Photos: Scott Kerekes

Eventually someone suggested we move the little party to the clubhouse. I headed for the cash register to pay the bill but was informed it had already been taken care of. As we exited the front door my mind was on the weather. Although the sky still threatened, the rain had stopped.

After a brisk ride, we followed the Panhandlers into the lot of a two-story house that served as the clubhouse. The bullshit session seemed to continue seamlessly. It was as though there had been no break in the conversation at all since we'd left the restaurant.

As you enter the clubhouse the first thing to catch your eye is a beautiful and fully stocked, horseshoe-shaped bar at one end. The one noticeable improvement this bar offers over most bars is its lack of a cash register. I bellied up with the rest of 'em and the bartender (a prospect called Shiner, who told me his name had something to do with black eyes) promptly took my order. Looking around, I noted that the place was nice, in a true biker sense. Above the crude jokes and laughter of the crew, a stuffed swordfish kept watch over the bar along with a large variety of women's undergarments and a sign or two displaying crude, yet comical, bullshit sayings. These guys were anything but RUBs and it was pretty obvious that we were in the company of actual bikers.

Behind me, a full-sized pool table sat upon nice carpet as a drum set and other musical equipment waited on a small stage behind that. The clubhouse exuded hard testimony to the fact that the Panhandlers MC is no Mickey Mouse operation.

As the time passed, people began to slowly filter out.

Down at the dock, the Kennicott would soon be waiting to take us across the deep sea only to re-dock two days later, and 160 miles south of Anchorage, in the small fishing town of Seward. And so, we said our good-byes.

The evening sunshine still shown brightly in the sky as the Electra Glide putted slowly down the steel loading ramp to come to rest inside the floating metal monster. Familiar with the drill by now, we quickly made our way to the top deck and set up camp. Soon, I found myself sitting in the forward lounge with a steaming cup of java in my hand.

With the genuine feeling of impending adventure, I gazed through the forward windows and watched the endless waters roll by as the Kennicott set out to sea.

—Scooter Tramp Scotty

VISIT OFTEN-THERE'S ALWAYS SOMETHING NEW AT...



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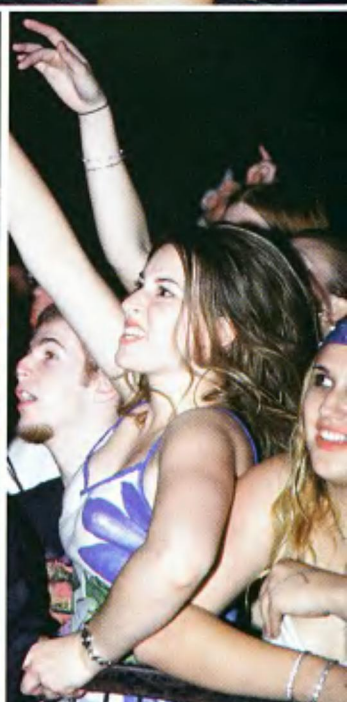
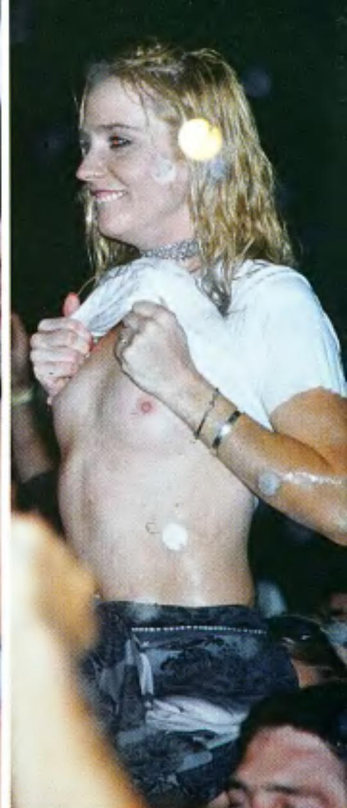
This site also brings you important motorcycle-related happenings, and as always, the popular on-line Roadware catalog. Best of all, it's FREE!



PIGSTOCK

OK, let's face it. We've all seen "The Big 3" (ya know, Sturgis, Daytona, and Laconia) and they're all a blast. But, when it comes right down to it, are they really worth the hassle anymore?...





I mean, we've all had our bouts with Johnny Law, the thick-headed assholes in crowds, and unreal beer prices, but this thing about the city of Sturgis, and their ideas about the legal rights to the name Sturgis? Gimme a fuckin' break! They're doing a damn good job of screwin' up the whole party down atmosphere.

I've finally got it through this thick head of mine, that if I really just wanna party, then the smaller events are the place to be. Lucky for me, I just happen to live smack dab in the middle of what I call "party central" (more commonly referred to as the Midwest).

In the quiet li'l river town of Clinton, Iowa, stands a rock club known as the Pig Pen. Now on any typical night you can stop in after a hard day of riding to slam a few beers and hit on the cute bartenders, all while rockin' to some live music. But, for one weekend every summer, the Pig Pen opens up the back parking lot for a little party they call Pigstock.

"What's Pigstock," you ask?

Well, we all remember a little party back in 1969 called Woodstock, right?

Let me run that past your drunken ass again. We've all "heard" of Woodstock, 'cause we all know damn well that if you remember it, then you weren't really there.

Well about six years ago, Robbie (owner of the Pig Pen) decided to throw together a huge stage in the back parking lot. He invited in some tattoo artists, strippers from the local titty bars, and with Woodstock in mind, called in some great local and national musicians and rock bands to headline the event. The first couple of years, the event played host to such headlining artist as Warrant, Great White, the Bullet Boys, and Vince Neil from Motley Crüe. With all the beer, bikes, babes, and rock 'n' roll bands, the Pig Pen did a good job of bringing a taste of the West Coast to the Midwest. From that point on, this little Mississippi River town and its Midwest ways would never be the same.

Last year's event proved to be just as wild with a number of national bands headlining the first day of events. Early Friday evening things were started with opening bands Oleander and Saliva warming up a few thousand people for a full weekend of rock 'n' roll delight. Of course the bands and stage techs needed time in between sets to tear shit down and set up again, which gave the local rock station 93 Rock time to give

away a shit load of prizes and coax a few ladies into getting naked. Hell, they even talked one of their own DJs into showin' off her rack. This time also gave a person a chance to take a much needed beer break, and also gave time for a couple of crazy fuckers to fire up their scooters and put on a little burn out contest. As soon as the smoke cleared, the stage was ready to go, and the evening's headliners Buck Cherry and Monster Magnet took over the stage and showed these Midwestern country folks how to really party.

Unfortunately, the bands did have to shut things down for the evening, but there was still an entire day of partyin' to come. As things closed down in the parking lot, the crowd moved inside the bar where cold beer was flowing, and music was still playing to keep the crowd entertained through the early morning hours.

As Saturday rolled around, the fine weather held out for yet another day of treats. Hangovers were in abundance, but the bands were ready to play, and the crowd was very eager to listen. Saturday featured a shit load of local bands including Fabrication, The Evil Uses, Blue Ash Ink, and Circle 7, just to name a few. Actually there were so many bands playin' that day that even if I were sober, I wouldn't remember all of 'em anyway. Hell, there were so many bands that a third stage was set up to keep the music crankin' while the main stage was between sets.

That night, the main stage was set for a Chicago-based band called ALONE to headline the day's festivities. I gotta tell ya, if you ever meet up with this band, you won't be disappointed. They've got a drop-dead gorgeous blonde by the name Rinat on lead vocals, and she alone is worth the trip to whatever bar they might be playing in. Oh yeah, they play some kick-ass music too.

Ya know, when an event is called "Bike Week," that means a full week partyin'. Which is great, but if you're like me, ya tend to party enough in the first couple of days to get a full week's worth out of it anyway.

If you want more info on this year's Pigstock, give Robbie a call at the Pig Pen, and he'll let you in on the details (563-242-3159). Keep in mind if you do attend this year's event, remember to look up when you leave the bar. There's a nice view of a pig's ass on the wall, and the best thing is, ya gotta walk through it to get out!

—Natanic

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Compulsive (creation of quality)

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EASYRIDERS' TOP TEN

Welcome, brothers and sisters, to our Top Ten List of American Motorcycle Manufacturers for 2002. This list comes hot on the heels of other great *Easyriders* Top Ten lists such as our list of Top Ten Potato Salad Manufacturers, our Top Ten list of Best Hummers from Fox Hunt Winners, and our Top Ten list of Funny Things You Can Do With Really Big Tits! This particular list, however, is always a crowd pleaser, and besides showing off some of the best new rides of the year, it is also actually somewhat informative.

You'll find bikes for every custom cruiser taste in this year's list, from several wild new chopper models, to low and lean pavement pounders, and even the mighty VRSCA V-Rod for you Rocketeers out there. This is all thanks to a greater-than-ever variety of domestic motorcycle companies on the American scene. Some manufacturers offer bikes for a wide range of

customers, and run very large facilities, while smaller ones focus on providing high-quality, exclusive machines that they tailor to fit the discriminating rider. Regardless of their size, these manufacturers have one thing in common, namely, a passion for two-wheeled travel, and a strong dedication to giving you the best riding experience with the best possible products and service.

All of the companies we've included in our Top Ten have proven their ability to deliver quality American V-twin motorcycles, and have established dealer networks and full warranty programs to prove it. Due to space restrictions, we can only show off one motorcycle per manufacturer—so we'll leave it up to you to contact them and check out the rest of their goods.

We hope you'll find a bike here with your name on it. The road is calling.

—Dave Nichols

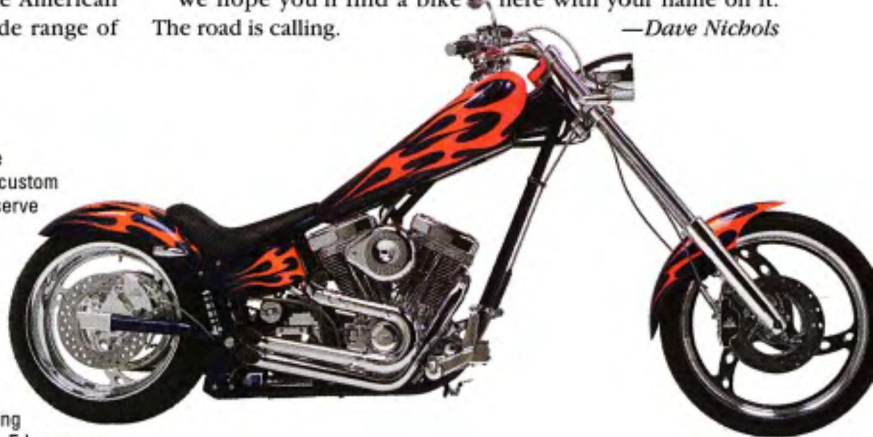
AMERICAN IRONHORSE – TEXAS CHOPPER

American IronHorse is a Fort Worth, Texas-based motorcycle company that designs and manufactures high-performance, custom bikes. Founded in 1995, American IronHorse was created to serve an industry gap that existed between the high-performance motorcycle manufacturer and the style-oriented builder.

Designed for power and distinction, these bikes feature detailed styling, custom features and high-tech components. You can design your own paint and graphics and American IronHorse can build your dream bike in just 60 days. Prices range from \$24,400 to \$29,500.

Featured here is the new Texas Chopper, which we were lucky enough to check out during Daytona Bike Week. The styling is bad-to-the-bone on this high-tech scooter, designed by Tim Edmonson, and the bike features many of American IronHorse's own components.

Find out more about American IronHorse, their motorcycles, and their dealers at: www.americanironhorse.com, or call 817-665-2000.



BIG DOG – PITBULL

Big Dog Motorcycles are made in America's heartland (Wichita, Kansas, to be exact). Big Dog Motorcycles is a performance-oriented American V-twin cruiser company. Their bikes have the styling of the finest "show bikes," yet every one of them is designed to ride in the real world.

Big Dog's dealer network handles the sales, while special arrangements can be made directly with the company in the event that a dealer does not exist in your area.

Big Dog Motorcycles offers a wide range of models, including the Boxer, Bulldog, Mastiff, Prosport, Pitbull, and Wolf. Each model appeals to a different rider, and can be individualized.

Big Dog also handles the assembly of their reliable V-twin power plants. These potent engines range from a high-performance 88 cubic inches to a heart-pounding 107 cubic inches. Each bike is painted to the customer's specs and is built within 60 days. Big Dog prices range from \$20,500 to \$28,900.

Featured here is Big Dog's mighty Pitbull, the rowdy little rigid known for getting you down the road mighty quick. The Pitbull features a 107-cubic-inch motor, a 250mm rear tire, and a whole lot of hardcore street attitude.

For more details, contact Big Dog Motorcycles at 316-267-9121, or visit their Web site: www.bigdogmotorcycles.com.





HARLEY-DAVIDSON – V-ROD

Created in 1903, Harley-Davidson is the oldest motorcycle manufacturer in existence in the United States. Always looking to improve their unbeatable formula without losing their heritage, Harley-Davidson re-designed their V-twin engine in 1999, with the introduction of the powerful and flexible Twin Cam 88 for the rubber-mounted models. If this wasn't enough, they came back in force for 2000 with a vibration-free, balanced version of the Twin Cam 88 to power all Softails, the Twin Cam B.

As it approaches its 100th anniversary, the legendary manufacturer from Milwaukee is stronger than ever, offering models to a variety of customers with different tastes, riding styles, and budgets. Harley-Davidson prices range from \$5,345 to \$18,630.

Showcased here is the incredible VRSCA (known as the V-Rod). This stainless steel road warrior has taken the world by storm. The mind-blowing 60-degree V-twin Revolution power plant will take you down the quarter mile faster than any stock Harley in history (try zero to 60 in first gear!). What can we say? This Harley kicks ass! **The best way to find out more about H-D is to stop by your local dealer.**

You can also check the official Web site at www.harley-davidson.com.



INDIAN – CHIEF

In December 1998, the Federal District Court of Colorado awarded Indian Motorcycle Company the trademark and the rights to manufacture and distribute Indian Motorcycle in Canada and the United States. The Court's decision paved the way for a \$30 million merger involving Indian MC, American Indian Motorcycle Company, CMC and its six related companies to become the second largest producer of heavy cruiser motorcycles in North America. The company started producing a limited number of the new 1999 Indian Chiefs at its Gilroy, California, manufacturing facility.

For 2002 Indian has introduced its new Chief model which features their all-new Powerplus 100 Indian engine. This 100-inch motor is the first Indian V-twin designed in 50 years. The new Chief also boasts a new frame and that classic Indian bodywork.

If you'd like to come along for the ride, check out Indian's Web site at www.newchief.com or call 800-952-CHIEF for a free brochure.



MINNEAPOLIS CUSTOM CYCLES – WFT CHOPPER

No doubt about it, choppers are back big-time. Pat Matter of Minneapolis Custom Cycles (MCC) is an old time racer and bike builder who knows that when it comes to choppers, if you built 'em, riders will come. Mr. Matter has taken his years of pro-street racing experience and applied go-fast technology to each of the machines his company builds.

Pictured here is the MCC WFT (Wide Fuckin' Tire) Chopper, powered by a tried and true S&S 113-inch motor, carefully prepared by master builder Greg Klopp to produce a gaggle of horsepower. We're talkin' over 120 horses and nearly 130 foot-pounds of torque.

The WFT Chopper comes with a 200 back tire and a Rivera Pro Comp clutch to get all that power to the ground. The front suspension is provided by a 12-over Spyke inverted fork, which works well with the Daytec frame's 43-degree rake. This one will wake ya up!

For more info on the complete line of MCC bikes visit www.mplscustomcycles.com or call 612-529-8446.



PANZER – DXF CHOPPER

The Panzer Motorcycle Company has been building their too-cool Neo-Pan bikes since 1996. The Canon City, Colorado, company knows there's a market for old-school looks and modern technology. After all, "ain't no head like a panhead," right? Panzer utilizes bullet proof 90-cubic-inch motors hand assembled by the folks at Accurate Engineering that bring the glory days of panheads roaring back to life. Models include their rigid framed Digger DXF, vintage FL styling in the Premier, as well as several softail-style models, the Digger ST and STF.

Their new Chopper model has what the yuppies call "curb appeal." We have no idea what this means, but this scooter rocks! Call 719-269-7267 or visit www.panzerusa.com

PURE STEEL – DAGGER

A small group of artists and engineers in Phoenix, Arizona, share the philosophy that a custom motorcycle has to capture the imagination. It's all about attitude and pure function.

The company is Pure Steel, and these guys are dedicated to giving you exactly the custom bike that you want. They say that a bike either gets you there and back or it's not worth the boots you'd kick it with. At Pure Steel, only a limited number of custom cycles are produced each year, with the same attention to detail and total quality control.

The model shown here is the Dagger, a nasty piece of road-burnin' business showcasing a polished S&S 107-inch engine and 5-speed transmission, stretched tanks, billet wheels, Daytec swingarm frame, and solo seat.

Call Pure Steel at 602-841-2000 or visit www.pure-steel.com.



SURGICAL STEEDS – QUARTERHORSE

Building dream bikes is a way of life at Surgical Steeds. Based on the company's proprietary Monoglide frame, these muscle bikes are made to order. Surgical Steed bikes are not mass-produced, taking the approach that each bike is a personalized machine tailored to their customer's desires.

Pictured here is Surgical Steed's Quarterhorse, featuring a high-end 98-cubic-inch TP Engineering motor and 6-speed transmission. The package includes billet wheels, inverted front end, Thunderheader exhaust, and a whole lot of class.

For more on Surgical Steeds call 480-661-1990 or visit www.surgicalsteeds.com.





TITAN - PHOENIX

Founded in 1994, Titan Motorcycle Co. of America was a premier manufacturer of high-end custom cruisers. The original company went belly up but Titan dealer Donn Proudfoot stepped in and bought the company, lock, stock, and barrel. The new Titan offers several models representing the finest custom-designed, volume-produced, performance motorcycles available. Mr. Proudfoot is setting up select dealers to bring these one-of-a-kind rides to you.

Shown here is the Titan Phoenix with its reliable S&S motor, 5-speed tranny and 34-degree rake, pro-street frame. Highlights include a solo seat, billet wheels and controls, drag bars, and more. Easyriders welcomes Titan back, up from the ashes like the Phoenix and proud sponsor of the Teresi Dyno-Drags truck. Contact the Titan Motorcycle Company at 602-678-4826 or ride the Web to www.titanmotorcycles.com.



VICTORY - V92C

On the heavyweight cruiser market since 1997, Victory Motorcycles now offers several models that give the rider an interesting alternative to mainstream American cruisers. Victory is a division of Polaris, the famous American manufacturer of snowmobiles and personal watercraft. Victory Motorcycles benefits from Polaris' extensive dealer network, engineering experience, and manufacturing capabilities.

Victory motorcycles use proprietary 92-inch air and oil-cooled V-twin engines that feature four valves per cylinder, and electronic fuel injection. Their styling is very different from other American cruiser motorcycles, and their rolling stock and suspension features up-to-date components such as radial tires, heavy-duty Brembo brakes, and adjustable ride height.

The Victory V92C Cruiser seen here offers no-nonsense styling and comfortable riding position, while providing exceptional handling characteristics.

To see more, check out Victory's Web site at www.victory-usa.com or call 612-542-0500.

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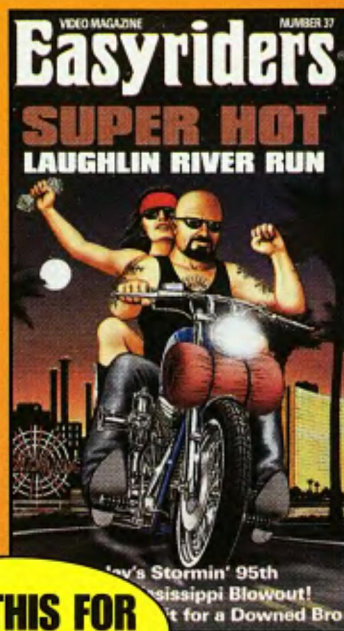
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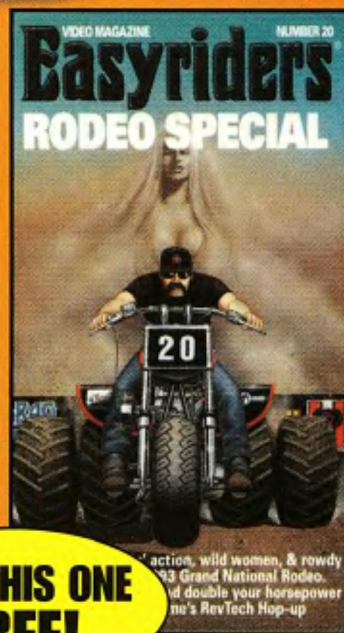
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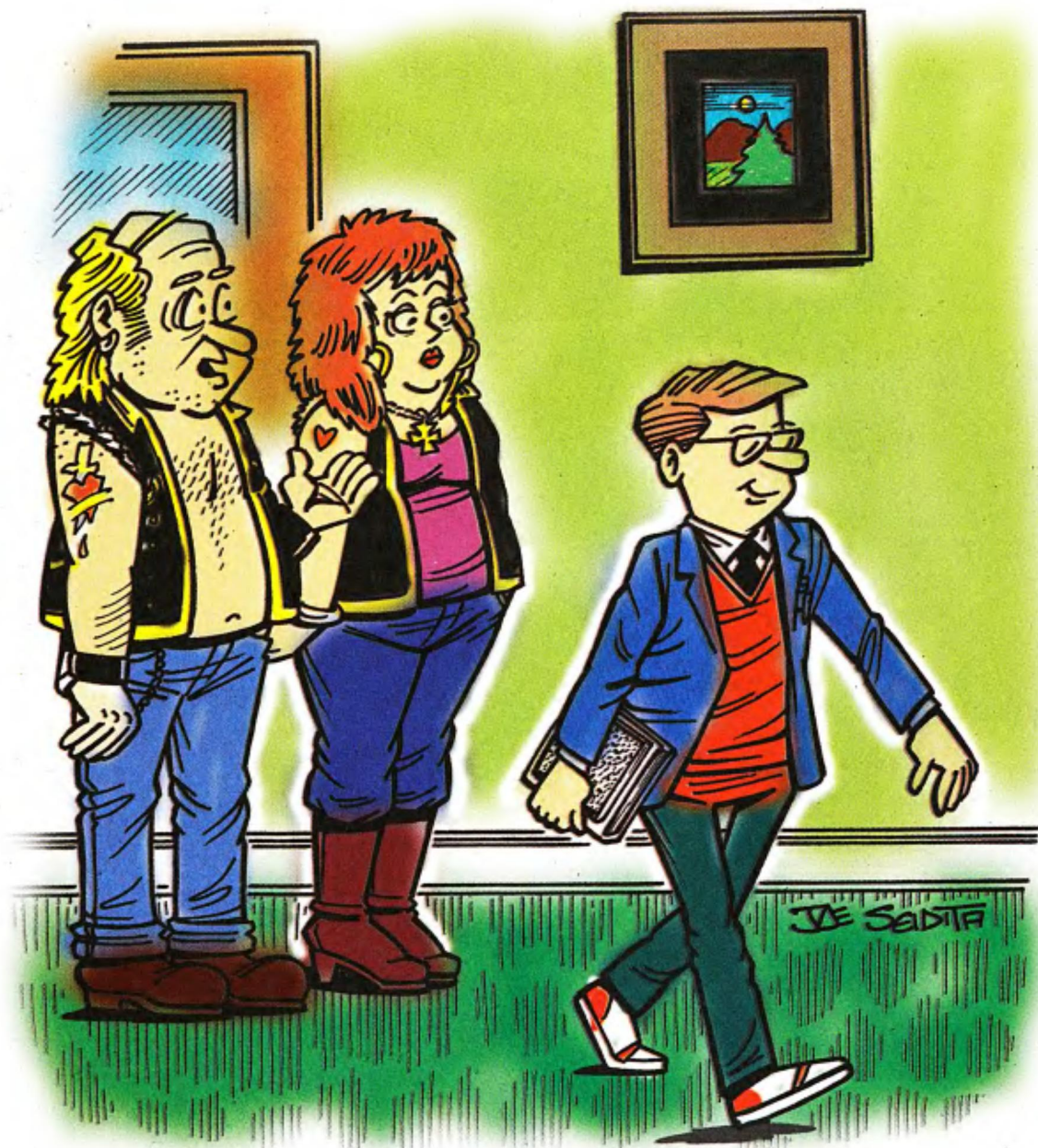


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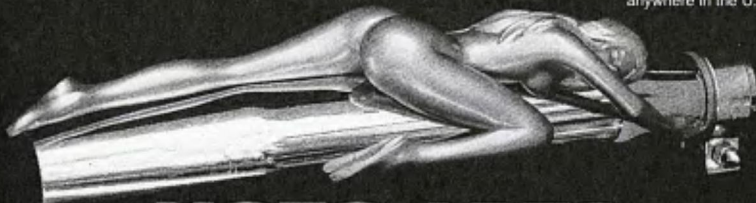
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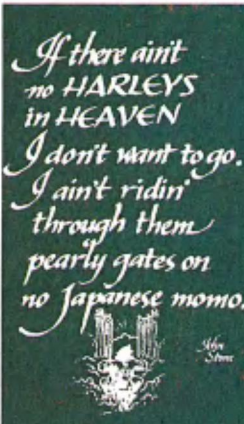
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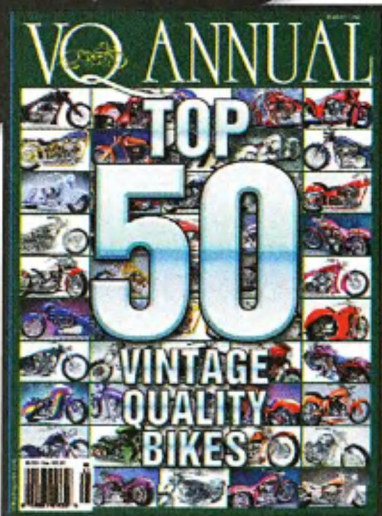
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4/24-4/28	Laughlin River Run - Laughlin, NV
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5/10-5/11	Virginia Beach, VA Holiday Trav-L-Park
5/15-5/19	Easyriders of Wichita - Wichita, KS
	Myrtle Beach Bike Week - Myrtle Beach, SC
	Suck Bang Blow
5/23-5/25	Coastal Cycles - Myrtle Beach, SC
5/31-6/2	Easyriders of North Carolina - Hunterville, NC
6/7-6/8	Bud's Harley-Davidson - Evansville, IN
6/11-6/16	Laconia Bike Week - Fun Spot - Laconia, NH
6/21-6/22	Gutteridge, Harley-Davidson - Danville, IL
6/28-6/29	Stock's Harley-Davidson - Manitowoc, WI
7/5-7/7	Pending
7/12-7/13	NY State H.O.G. Rally - Liverpool, NY
7/18-7/20	Abate of Indiana Rally - Harrodsburg, IN
	Bean Blossom Boggie
7/25-7/27	Honda Homecoming - Maryville, OH
7/31 (Wed)	Forest Cycle Works - Flint, MI
8/2-8/4	Overturn Power Sports - Springfield, IL
8/5-8/11	Sturgis Bike Week - Full Throttle Saloon Sturgis, SD
8/16-8/18	Chi-Town, Harley Davidson - Tinley, IL
8/23-8/24	Number One Cycle H-D - Centre Hall, PA
8/30-8/31	Southern Tier H-D - Binghamton, NY
9/7-9/8	Loess Hills Rally - Council Bluffs, IA
9/13-9/14	Easyriders of Salt Lake - Salt Lake City, UT
9/20-9/21	San Jose Harley-Davidson - San Jose, CA
9/27-9/29	Sauk Prairie Harley-Davidson - Sauk City, WI
10/4-10/6	Bike Blues and BBQ Rally - Fayetteville, AR
10/11	Jim's Harley-Davidson - St. Petersburg, FL
10/17-10/20	Biketoberfest - Daytona Beach, FL
10/24-10/27	OPEN
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To book the Dyno Drag for your event, call Alan at 818-416-7320 or email dynodrags@yahoo.com

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Teresi Dyno-Drag takes "inter-active" to a new level by allowing motorcycle enthusiasts to compete head-to-head with their own bikes under real racing conditions.

Utilizing a pair of motorcycle dynos, Christmas tree starting lights and a computerized timing system, riders can test their racing skills and find out how fast their bikes really are — all in the safety of a stationary environment.

Once "staged," the rider is looking down the simulated track, complete with an electronic scoreboard that displays top speed and elapsed time for each lane. With engines revving, the green light flashes and the riders accelerate their bikes — side-by-side — through the 1/4-mile stretch, just like at a real drag strip. And since every "run" is also a dyno-pull, the Teresi Dyno-Drag provides a printout of horsepower for each competitor.

The Teresi Dyno-Drag is a self-contained, mobile inter-active attraction that can be set-up most anywhere — indoor stadium or outdoor parking lot — regardless of weather conditions.

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TechTips

House of Kolor's New Kameleon Pearls "I See Beautiful Colors..."

Ever since House of Kolor founder and master painter Jon Kosmoski set off to make a better brand of custom paints many moons ago, the illustrious paint company has enjoyed a solid reputation for inventing and developing some of the most whacked-out custom finishes known to man.

When we first laid eyes on House of Kolor's new Kameleon Pearl samples during a trade show earlier this year, the sight instantly brought back images of Dave Bowman's colorful trip through space-time during the final scene of 2001, *A Space Odyssey*. Imagine you're looking at a gas tank that's covered with a glossy coat of iridescent blue as it changes in an instant to the deepest shade of green, or switch from an intense emerald to shimmering gold, or even from a vivid copper red to green. Such wild, eye-catching effects are made

possible by House of Kolor's use of a revolutionary new pigment technology. If color-changing paints are not exactly new in the world of customizing, House of Kolor wanted to take the formula to a new level as they tried to greatly reduce the appearance of unwanted transitional colors (brown) that often muck up the whole effect.

The folks at House of Kolor wouldn't let us in on their secret, but told us that the Kameleon Pearls are supplied in dry form and can be mixed with their Intercoat clear, and any of the brand's acrylic lacquers or urethane clears. Three light coats applied over a black base will give the most striking results.

The paint samples convinced us that House of Kolor's new Kameleon Pearl is the right stuff. Use these pearls in your next bike paint job, and as Dave Bowman did, you just may get closer to understanding the true meaning of life.

Words fail to fully describe the effects of House of Kolor's paints, so drop by their display at an event near you. You can also aim your computer mouse toward www.houseofkolor.com to view paint jobs in their Prestigious Painters Award section, or call 601-798-4229 for more information or to find a House of Kolor dealer near you.

—Lafayette

Kameleon

Pearl



Photos supplied by House of Kolor

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Doherty Power PACC It's The Real Deal!

When you're after quick-and-easy to perform alterations that improve the performance on your Harley-Davidson, little compares with hardware designed to enhance the engine's breathing. Just simple air intake and exhaust upgrades can provide gains in both torque and horsepower. In the vast majority of applications these mods can be handled with a minimum of hands-on mechanical ability, specialty tools and time.

For years enthusiasts have recognized and realized the benefits of replacing the stock air filter element with a unit similar to K&N's. These high-flow filters provide the engine with a higher volume of air at a less restricted rate. The most popular filters are easily cleaned for extended use with no loss in performance. Okay, so you've presented the carburetor with a larger mass of air to ingest. Is that it, or would manipulation of the swirling mass provide even greater benefits? Hmm. That question was not lost on the ace engineering team at Doherty Machine.

Tim Doherty had long speculated that if the shape and movement of the air mass between the cleaner and carb could be controlled, engine breathing and performance would be enhanced. To that end he developed a sophisticated, easily installed intake package known as the Power PACC, which Tim Doherty claims will produce real-time torque and horsepower gains you can feel.

Initially, Doherty developed this unique system as a means of controlling air between the filter and carb. Focusing on a patented "snap-in" venturi extension, the unit provides predictable air management to the entrance of the carburetor. As one might expect, the extension increases air speed velocity while reducing turbulence. Additionally, Tim found the new venturi configuration acts to collect and straighten out the air once it has cleared the air filter element. This in turn allows for a smooth and uninterrupted transition to the carb entrance. Unlike traditional velocity stacks, which can negatively affect low rpm performance, Power PACC's "short" venturi runner length offers increased torque on the bottom end.

The Power PACC system offers other significant benefits not to be overlooked.



Patented snap-in velocity stack developed by Doherty Machine provides a smooth, uninterrupted transition to the injection/carb entrance. Solid billet aluminum backing plate provides rigid platform for entire intake system while tying heads together with 1-piece rigid structure. Kits are available to fit all '92 and later Evo, Sportster and Twin Cam 88 models fit with Keihin, CV, S&S and Mikuni flat slide carburetors as well as Delphi fuel injection.



Installation begins by fitting the supplied banjo-style breather bolts through the Power PACC and into each head breather hole. Nylon washers on either side of the Power Vent assure a leak-free seal.



Before tightening, 10-12 foot-pounds (TC 88) 14-16 foot-pounds (Evo), make sure the Power Vents are positioned to your liking. Not all breather holes are threaded to the same depth. Don't force it. Additional washers are supplied for fitting appropriate spacers between Power Vent and cylinder head.



With the Power Vents secure, fit the new gasket with the adhesive facing the injector/carb. Align the backing plate with threaded holes in body and breather bolts and secure using fasteners.

Machined from a solid piece of 3/4-inch billet aluminum, Doherty's 1-piece backing plate provides a structurally sound, rigid platform for the entire intake assembly while eliminating all flimsy bracketry. Furthermore, the Power PACC, as tested, incorporates Doherty's revolutionary Power Vent Twin kit. Power Vent is a fast sealing, one-way valve that prevents air from being sucked back into the crankcase on the piston's upstroke. This venting method can increase horsepower and throttle response while eliminating rocker box and base gasket leaks often caused by excessive crankcase pressure. Power Vent is a convenient addition to the Power PACC kit since the highly polished billet aluminum vents bolt directly to the cylinder head breather outlets using the same stainless banjo bolts that secure the backing plate.

Before we lay out the results of the Power PACC let's walk you through the installation process so you can see just how quick and simple it really is.



Lubricate the O-ring with a liberal coating of light oil and press into the backing plate so that the velocity stack fits flush against the backing plate.

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Place the air cleaner element on the backing plate, align the holes and secure with button head screws. Use Blue Loctite on screws.

First off, let the engine cool and slip on some decent eye protection. This is a good time to familiarize yourself with the operation by reading the instructions. Remove your stock air cleaner assembly including cover, filter, tin backing plate and breather lines. Clean up any lingering road grunge, taking care that nothing makes its way into the intake channel. This is not a good place to lay screws while doing an installation. Take one of the nylon washers from the kit and place it over the breather bolt. Run the bolt through one of the Power Vents followed by a second nylon washer. Thread the bolt into the cylinder head breather outlet. Ditto for the other breather. Install the supplied gasket, with the adhesive side toward the carburetor/injector. Using the three supplied Allen head screws, install the Power PACC backing plate. Align the two slotted holes in the backing plate with the breather bolts and secure using the supplied button head screws and washers. Lubricate the O-ring fit to the velocity stack and then press into the backing plate. Set the air cleaner onto the backing plate and secure using the three screws and a touch of Blue Loctite. Reinstall the air cleaner cover and that's it. Installation takes only 20 to 30 minutes max using tools your ol' lady commonly throws at you. It's that simple.

For a completely unbiased evaluation of Doherty's Power PACC we fired up a new 2002 FXSTI and headed over to see Troy and Jim in the service department at Grand Canyon Harley-Davidson. Just prior to and right after installation the bike was put through its paces on the dynamometer. We think the dyno graph and horsepower/torque readings speak for themselves. Only 27 minutes separated the before and after runs which is further evidence of how simple the installation is. Our first dyno run with the bone stock Delphi injected Twin Cam produced a maximum of 63.1 horsepower and



Replace the factory air cleaner cover and it's a done deal. The complete project took less than 30 minutes.

72.8 foot-pounds of torque. The very same engine after installation of the Power PACC kit produced readings of 73.5 horsepower and 78.9 foot-pounds of torque. Yeow! That's a whopping 10.4 horsepower increase and an additional 6.1 foot-pounds of honest torque. Those numbers come straight from the dyno's mouth and are about as honest as you're gonna get. It appears that not only are Doherty's performance claims realistic, they may even be understated.

The complete Doherty Power PACC kit includes their custom designed high-volume, high-flow air cleaner, with billet backing plate, patented snap-in venturi, a pair of highly polished Power Vents and all necessary mounting hardware. Depending on your preference and application, you can run the factory cover or one of Doherty's custom air cleaner covers. Power PACC kits are available for all '92 and later Evolution,



There is a significant difference between the stock and high-flow elements. The new filter flows more air and is easily cleaned.

Sportster and Twin Cam 88 models, fit with Keihin, CV, S&S E or G, and Mikuni flat side carburetors as well as Delphi injection. Kits are realistically priced at \$299.95 including their Power Vent Twin system and just \$219.95 without.

When you consider the benefits, it's one of the most cost-effective ways to sharpen up your engine's throttle response while increasing usable power from the bottom end through peak output. It's the real deal!

—Bob Clark

Source

Doherty Machine

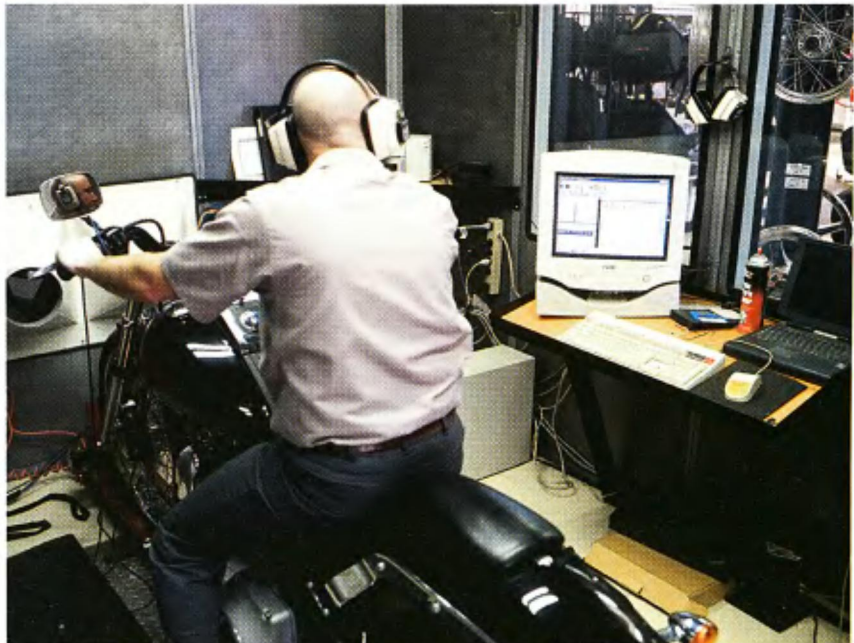
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www.DohertyMachine.com

Grand Canyon Harley-Davidson

Bellefont, Arizona



Grand Canyon H-D managed to coax 63.1 horsepower and 72.8 foot-pounds of torque from the stock 2002 fuel injected Twin Cam. Dyno numbers after the installation of Doherty's Power PACC kit maxed out at 73.5 horsepower and 78.9 foot-pounds of torque.

Photos by: Paul Martinez



"Is there a problem officer?"

Shocking Facts

It doesn't matter how many cubic inches you have, if there's no juice to fire up that monster bike of yours, you ain't goin' anywhere. With that in mind, here is the official *Easyriders* Guide to Everything Electrical. Here you'll find the batteries, charging system components, and button starters you need to

push that big motor over, along with the hottest new ignition system components to provide the spark that'll motor-vate you down the road. Whether you are looking to update your classic, or hop up your barnburner, here are the leads to find the goods.

—Kit Maira

WIRING, HARNESSES AND CABLES

Terry Components Super-Flexible, High-Output Battery Cables

These cables are available in gray, black, red, and yellow. Each cable is made of 1,650 strands of 44-gauge wire. The end result is a highly flexible 4-gauge wire that can easily be tied into knots.

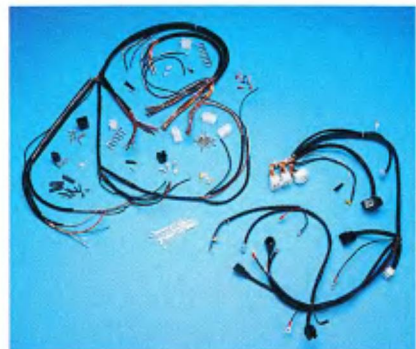
Terry Components, 1111 Rancho Conejo Boulevard Unit 206, Newbury Park, CA 91320; 805-376-2700, fax 805-376-0620; www.terrycomp.com



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Spyke Inc., 11258 Regentview Ave., Downey, CA 90241; 562-869-9333, fax 562-869-9323; www.Spyke1.com



Custom Chrome Complete Wiring Harness Kits

These stock replacement kits have all the connectors already installed. Custom kits have wires 1-foot longer than stock. Connectors are included, but not installed, to make wiring custom bikes much easier. For Softail and FXR style bikes.

Custom Chrome, 16100 Jacqueline Ct., Morgan Hill, CA 95037. For more information or to purchase, see your CCI dealer.

CHARGING SYSTEM COMPONENTS

Spyke Charging System

This hot new charging system features a forged-steel rotor that is CNC machined with a thicker spline area for improved reliability. You'll find this results in maximum spline engagement for even the biggest of all motors. The magnets are encapsulated in a protective barrier to resist vibration-related breakage. The kit includes a high-performance stator and voltage regulator in chrome or black.

Spyke Inc., 11258 Regentview Ave., Downey, CA 90241; 562-869-9333, fax 562-869-9323; www.Spyke1.com



Compufire's 40-amp Charging System

The system includes custom-wound Compufire stator, rotor with permanently attached magnets, balanced to tighter specs than OE, machined puller-holes, 20% stronger magnets than OE, and series-style black electronic voltage regulator. They also have 32-amp systems. Their product line also includes charging systems (32- and 40-amp) to fit S&S motors.

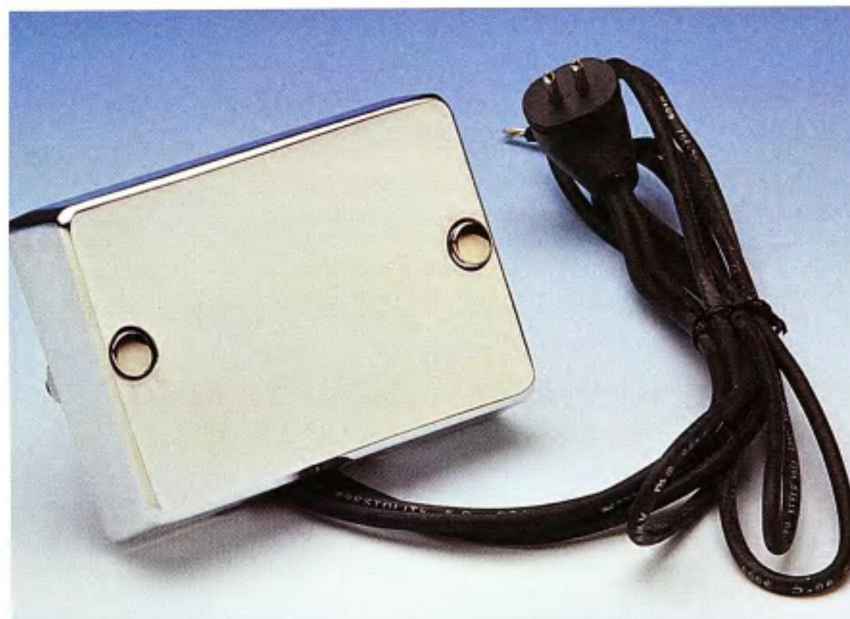
Compufire, 196 University Parkway, Pomona, CA 91768; 909-598-5485, fax 909-598-5695; www.compufire.com



Crane Cams FireBall Voltage Regulator

Crane has expanded its many Harley-Davidson components to include the FireBall performance voltage regulator for 1981-99 big-twin Evolutions. A direct replacement for OEM, the Crane FireBall voltage regulators deliver the full range of normal operating and charging system needs for any H-D 26-32 amp alternator. Crane has achieved a unique rounded fin design that nearly triples the available cooling area, extending the useful life of these regulators. The fins give a high-tech custom look, and the complete regulator is nickel-chrome double-plated to maintain Crane Cams' tradition of quality, performance and value. These Crane voltage regulators are for 1981-88 (Part No. 8-4061) and 1989-99 (Part No. 8-4060) Harley-Davidson big-twin Evolution applications.

Crane Cams, 530 Fentress Blvd., Dept. EZR,
Daytona Beach, FL 32114 or visit
www.cranecams.com for complete details.



Doss 5-Angle Rectifier/Regulators

High style and high technology on the inside are combined in this American-made Rick Doss design. Die-cast aluminum housing features original equipment-style internal mounting hole and boss for late-model ground strap-equipped applications. Internally, space-age screen-printed circuit boards and ceramic components ensure lower operating temperatures and longer life. The Doss unit is covered by a limited warranty for up to one full year from installation.

Custom Chrome, 16100 Jacqueline Ct., Morgan Hill, CA 95037. For more information or to purchase, see your CCI dealer.



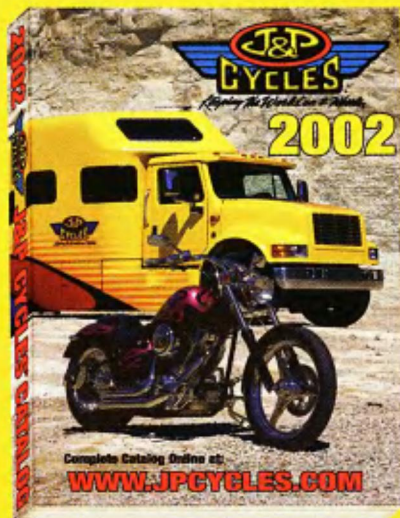
C.C. Rider Low-Profile Rectifier/Regulators

Here's a smooth custom look for a very visible part on the front of your bike. C.C. Rider rectifier/regulators (which are American-made) are in a low-profile case for a clean new look. As with all the electrical components, they're covered by a standard limited warranty and, due to their outstanding quality, are fully eligible for the High Voltage limited warranty that extends coverage to one full year from date of installation.

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Custom Chrome Charging System Upgrade Kits

Early bikes can enjoy a remarkable improvement in electrical performance by installing one of these Custom Chrome 32-amp systems. Each includes a premium alternator, C.C. Rider rectifier/regulator and an alternator rotor. Fits all big-twins from 1970 to present. Available with black rectifier/regulator or chrome finish.

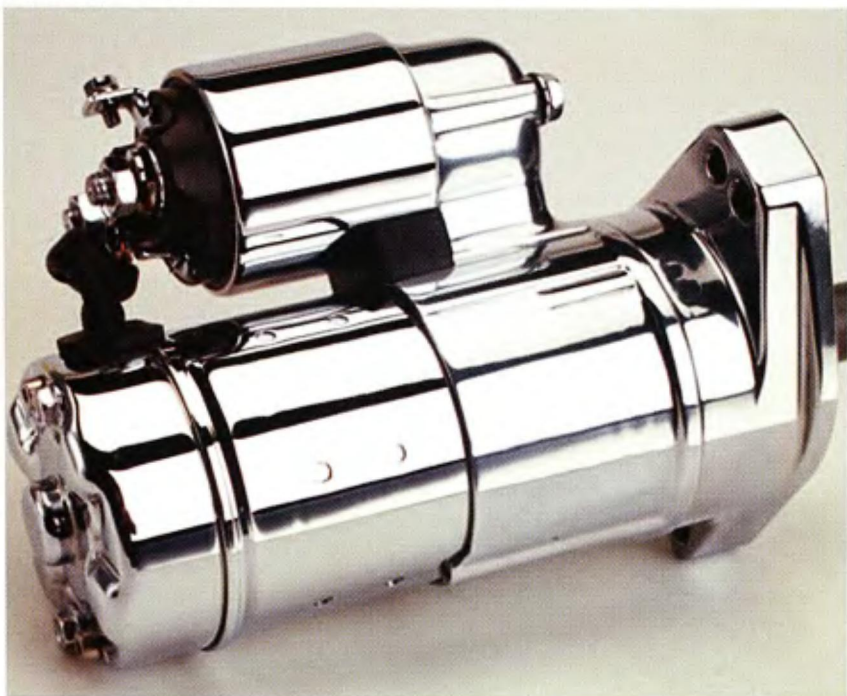
Custom Chrome, 16100 Jacqueline Ct., Morgan Hill, CA 95037. For more information or to purchase, see your CCI dealer.

STARTERS AND SOLENOIDS

Compufire Gen II Starter

This starter is all brand new (not remanufactured). The new design features 6:1 planetary gear reduction and 6-pole field design to eliminate starter stall-out. The Gen II starter develops full cranking torque without overloading the battery. A super heavy-duty clutch with polished and chrome finish makes the Gen II starter ideal for starting high-compression, big-inch, and fuel-injected engines. Models are available to fit '90-'93 big-twins and S&S, '94 and later, plus 1981-later Sportster and Buell.

Compufire, 196 University Parkway, Pomona, CA 91768; 909-598-5485, fax 909-598-5695; www.compufire.com



Spyke Super Torque Starters

These starters are for big-twins 1989-up and will give you superior cranking torque. There is more than enough torque for any motorcycle with this intelligent gear reduction design. Super Torque starters are also available for early models from '65-'88. R&D was done on a 16:1 compression bike that wouldn't even start to turn over. But after installation of a Spyke starter, it was as if the bike was stock. There is more than a 200% increase in torque over stock with this design.

The Sportster starters are designed with the same features as the 1.4 big-twin Super Torque starters.

Spyke Starters are available in chrome, polish, silver or wrinkle black.



Spyke Inc., 11258 Regentview Ave., Downey, CA 90241; 562-869-9333, fax 562-869-9323; www.spyke1.com



Terry Components 2.0 kW Starter

This is the most powerful starter Terry offers (2.6 hp), with the ability to turn over even the most high-compression engine. Their newly developed 1.6 kW (2.2 hp) high-torque starter is the most compatible starter available without the amp drain. Built to the same specs as the 2.0 kW starters. The 1.4 kW starter is a reliable upgrade for stock to mildly modified engines. With a rating of 1.9 horsepower this starter has the strength and dependability to get your motor started every time even in cold weather.

Terry Components, 1111 Rancho Conejo Boulevard Unit 206, Newbury Park, CA 91320; 805-376-2700, fax 805-376-0620; www.terrycomp.com

RevTech Starters With Billet End Caps



They say "Crank best, draws less." 1.5 kW starters deliver more cranking power than original equipment with

less battery drain than other high-output starters. Features CNC polished billet end cap. Two models to fit all big-twin models from 1989-1993, and 1994 to present. Available in black wrinkle, aluminum with clear coat or gloss black.

Custom Chrome, 16100 Jacqueline Ct., Morgan Hill, CA 95037. For more information or to purchase, see your CCI dealer.

BATTERIES

Spyke Super Start Battery

This Spyke battery is engineered with a safety-relief valve system, to control internal gas pressure and prevent capacity loss from gas seepage. This one-way valve also prevents outside air from entering the battery—a common cause of failure in most sealed valve-regulated battery designs. Many fine microfiber glass separators are highly porous to hold electrolyte much more efficiently.

Spyke Inc., 11258 Regentview Ave., Downey, CA 90241; 562-869-9333, fax 562-869-9323; www.spyke1.com



Terry Components Battery

This battery was specifically designed to start the highest compression motorcycle engines. When used with their Megaforce battery cables there is no comparison to the power they are able to deliver.

Terry Components, 1111 Rancho Conejo Boulevard Unit 206, Newbury Park, CA 91320; 805-376-2700, fax 805-376-0620; www.terrycomp.com



Custom Chrome Premium Batteries

These American-made Premium 12-volt batteries are manufactured exclusively for Custom Chrome by Yuasa. Conventional design or Yumicron CX which uses "lead calcium" technology instead of using the conventional "lead antimony." Yumicron CX batteries provide more cold cranking amps and greater resistance to the formation of lead sulfates on battery plates. All feature 1-piece, heat-sealed top covers and tough polypropylene cases. Inside, through-the-wall intercell connectors boost power, while extra-long, deep socket terminal lugs resist vibration and breakage.

Custom Chrome, 16100 Jacqueline Ct., Morgan Hill, CA 95037. For more information or to purchase, see your CCI dealer.



Big Boar

In business since 1992, Big Boar Products manufactures custom, premium-quality aftermarket parts for Harley-Davidson motorcycles. Every product that they make is fully tested to insure quality and endurance.

Big Boar Products, 6289 Corporate Park Drive, Loudon, TN 37774; 865-458-8640, fax 865-458-6754; www.bigboarproducts.com

COILS

Crane Cams Evolution Coils

These coils are available in single-fire and dual-fire models. The single-fire model boasts 50% longer spark duration, 15% greater spark current. Mounts like stock yet is 25% lighter and 20% smaller. Their dual-fire coil produce greater spark energy, increases horsepower, torque and rpm. Eliminates "lean surge" on late-model bikes. Makes starting quicker, easier. Easy, no-hassle installation. Fits stock mounting bracket and cover. It has 3-ohm primary resistance. For 1970-98 and some 99 big-twins with Evolution engines (non fuel injection); 1971 and up Sportster (except XL 1200S).

Crane Cams Inc.,
530 Fentress Blvd. Daytona
Beach, FL 32114;
386-252-1151, tech line
386-258-6174,
fax 386-258-6167;
www.cranecams.com/motorcycle.htm



RevTech Mini-Coils

High-output, 80,000-volt coils in a compact size. Works with 3-ohm electronic ignitions on most big-twin models from 1980-1999 and Sportster models from 1980 to present. Available in single or dual-fire versions that fit under original equipment coil covers.

Custom Chrome, 16100 Jacqueline Ct., Morgan Hill, CA 95037. For more information or to purchase, see your CCI dealer.

Spyke Coil

These 80,000-volt, 3-ohm, high-amperage coils are just what the doctor ordered for your single-fire ignition. These coils have a very quick rise/fall time. This equates to a much hotter spark. The Spyke coil fires at extremely low voltage to aid in firing your bike when your battery is low. All this power and it fits in the stock location under a standard cover.

Spyke Inc., 11258 Regentview Ave., Downey, CA 90241;
562-869-9333, fax 562-869-9323; www.Spyke1.com

Dynatek Single Fire (Not Shown)

Single-fire just got easier thanks to the latest advance in ignition-coil technology. High-technology materials now make it possible to put two coils in the same space as the stock coil with greater output. Features include no exposed laminations to rust and degrade performance, high-voltage and primary terminals machined from brass, ultrasonically welded and sealed against moisture. Peak gap current in excess of 50mA. All in a high-impact thermoplastic housing. Over 40,000 volts per output. Accepts 7 to 8.8mm wires. One-year warranty.

Dynatek, 164 S. Valencia Street, Glendora, CA 91741;
626-963-1669, fax 626-963-7399; e-mail info@dynaonline.com;
or visit www.dynaonline.com

Nology ProFire Coils (Not Shown)

These coils are available with single or dual high-tension towers. Delivering 45,000 Volts, available in 3-ohm or 0.6-ohm. ProFire coils for Harley-Davidson motorcycles are so small, you can hide them anywhere. And if you've been holding off converting your Harley to single-fire because the two coils needed take up too much space and are too heavy—wait no more! Two ProFire coils are about as big as one standard coil.

If you are a serious motorcycle drag racer, the full-size Performance Ignition Coil is the one for you. Together with their PowerCore, this coil will outperform any other ignition coil on the market. Available in 0.6 ohm, 1.5 ohm and 3 ohm.

Nology Engineering Inc., 1945 S. Rancho Santa Fe Rd., San Marcos, CA 92069;
1-800-NOLGY1 (665-6491); www.nology.com



RevTech High-Performance Coils

Available from Custom Chrome, these coils feature spark voltages of 40,000 volts. That's right, 40,000 volts, which makes these the very highest-output, stock-style coils on the market. They're made in the USA and are available in two versions to fit most big-twin and Sportster models from 1965 to present, big-twin models from 1984-1999 and Sportster models from 1985-present with V-Fire III electronic ignitions (2.8-ohm primary resistance), and all 12-volt models that have point-triggered or Prestolite electronic ignitions from 1965-1979 (4.5-ohm primary resistance).

Custom Chrome, 16100 Jacqueline Ct., Morgan Hill, CA 95037. For more information or to purchase, see your CCI dealer.

RevTech High-Performance Coils

These coils produce up to 30,000 volts of spark energy to insure a clean fuel burn and maximize ignition efficiency in all 2- and 4-plug ignitions. They may be installed with the cool custom billet aluminum brackets and covers (which can be found elsewhere in this section). The 6-volt coils may be wired in series for single point or for electronic ignitions. The 12-volt coils were designed mostly for dual-point or dual-electronic pick-up ignitions more commonly referred to as single fire systems. Sold in pairs.

Custom Chrome, 16100 Jacqueline Ct., Morgan Hill, CA 95037. For more information or to purchase, see your CCI dealer.



IGNITIONS AND MODULES

Crane's FireBall HI-4TC Performance Ignition

This is new for Twin-Cam 88, 1999-2002, carbureted engines. (No. 8-3160). It has same performance and absolute reliability of FireBall HI-4 and FireBall HI-4E. Featuring true single-fire, the rear cylinder timing can be offset from minus-5 degrees to plus-4 degrees via an easily adjusted rotary switch. Ten advance curve families lets you select the exact advance curve you want for factory-stock to wildly modified engines for maximum horsepower, torque and reliability.

Adjustable rev-limiter, from 1,500 to 9,900 rpm, in 100-rpm increments. The low-profile, black anodized, aluminum housing looks great while it dissipates heat build-up, for added longevity.

The HI-4 PowerLink Programmable Ignition works in all applications as the original HI-4 with all the same ignition coils. Proven multi-spark technology makes for cleaner firing and easier start-ups. The digital rev-limiter is adjustable from 1500 to 9900 rpm in 100-rpm increments, taking the guesswork out of setting a precise rev limit. The unit features selectable modes to cover both single- and dual-fire applications and allow the selection of custom advance curve. A status LED aids diagnostics and setting static timing. The programming port allows for programming custom advance curves on or off the bike, up to 10 custom curves set via the module advance slope switch.

Crane Cams Inc., 530 Fentress Blvd., Daytona Beach, FL 32114; 386-252-1151,
tech line 386-258-6174, fax 386-258-6167;
www.cranecams.com/motorcycle.htm



Compufire Ignition Units



Compufire produces a multitude of ignition units for a wide variety of models and applications. From mechanical advance to electronic advance, single fire, dual fire, selectable or non, VOES or not, for high-performance or stock engines, Sportster or big-twin, Compufire has an ignition system for you.

Compufire, 196 University Parkway, Pomona, CA 91768; 909-598-5485, fax 909-98-5695



Dynatek 2000i

The Dyna 2000i is the newest addition to the successful line of Dyna 2000 ignition systems. The 2Ki not only adds to, but extends many features of the best selling Dyna 2000 module out of sight in a completely new design that fits under the cam cover. Completely self-contained, the entire unit hides under the cam cover for a clean look. Single fire operation down to zero rpm for much easier cranking and kicking. The unit will operate in all combinations of single-fire or dual-fire with single-plug or dual-plug heads. Rev limit is adjustable from 6000 to 7500 rpm. Includes Adjustable timing retard for nitrous and turbo applications. There's a built in tach driver and a timing indicator, so no timing light is required.



RevTech Electronic Ignition Systems

This system replaces the original equipment point-triggered or electronic ignitions fitted to all Sportster and big-twin models since 1970. They're cell triggered and unaffected by rpm changes, dirt, oil or any other contaminants that may get into the ignition housing. Each kit comes complete with everything necessary to perform the installation quickly and easily.



Custom Chrome,
16100 Jacqueline Ct., Morgan Hill, CA 95037.
For more information or to purchase, see your CCI dealer.



Dynatek Digital Ignition System

Dynatek's digital ignition system for the Twin Cam 88 (Softail) features single-fire, programmable, 8 rev limiter settings; all are digital functions for accuracy. It's compatible with a wide array of coils from stock to performance. It utilizes all stock sensors and connectors. Reverse polarity and spike protection is built in.

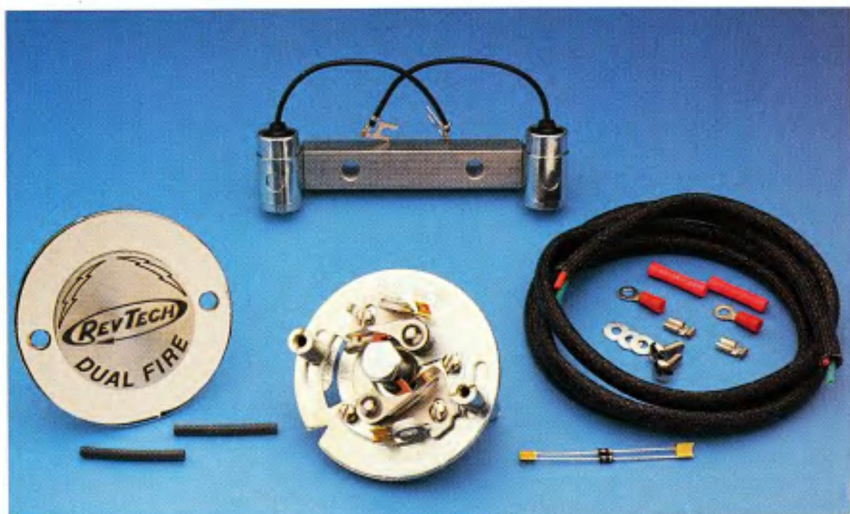
Dynatek, 164 S. Valencia Street, Glendora, CA 91741; 626-963-1669, fax 626-963-7399



Spyke Multi-Spark Ignitions

Spyke says they deliver the most accurate multiple-spark ignition on the market today. Put a timing light on your ignition and watch the mark dance. This will not happen with the Spyke ignition since it breaks a light beam with its patented optical sensors. It is dead nuts on every spark. The accurate spark gives you quicker engine response and superior torque. Add the Multiple-Spark (throughout the rpm range) and get a more complete combustion for the extra horsepower you crave. Additional features include: automatic coil shutoff V.O.E.S., coil-saturation control, quick time arrow/static timing light, and no-brain box. Available in single-fire or dual-fire.

Spyke Inc., 11258 Regentview Ave., Downey CA 90241; 562-869-9333, fax 562-869-9323; www.Spyke1.com



RevTech Dual Fire Ignition Kit

This is a complete single-fire, dual-point ignition system, which eliminates the waste spark produced with the stock ignition system during valve overlap. It minimizes intake tract reversion, permitting carburetors to be jetted more precisely. The installation of this kit will also increase spark plug life, permit leaner jetting, which increases gas mileage noticeably over more conventional ignition systems.

The kit comes without ignition coils for those with another preference, and includes a detailed instruction sheet.

For big-twins from 1970-1999 (except Twin Cam 88 engines and fuel injected Evolution engines) and Sportster models from 1971 to present.

Custom Chrome, 16100 Jacqueline Ct., Morgan Hill, CA 95037. For more information or to purchase, see your CCI dealer.



RevTech Digital Electronic Ignition System

The system features advanced digital technology that enables you to adjust it for the specific configuration of your high-performance engine. It produces an electronic digital advance that is much more stable and reliable than mechanical advance. It's plug-compatible with the 7-pin Cannon connector which is fitted to most models from 1991-1995. It uses the OEM pickup used on stock electronic ignitions since 1984. A separate output is provided for the second coil. Tach output is also provided. Optional wiring kits adapt it for use with most Evolution models (except those with electronic fuel injection) built from 1984-1999.

Custom Chrome, 16100 Jacqueline Ct., Morgan Hill, CA 95037. For more information or to purchase, see your CCI dealer.

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ReadersRides

Scott "Pitbull" Casagrande Medford, New York 1997 Custom Sportster 1200

Although "Pitbull" assures us that this is his bike, judging by the way his lovely wife, Colleen, occupies it so lasciviously, I'd say, it's hers. Even without the aid of a translator, we can see that in her body language she practically screams these words, "I own this bike!" But I'm sure that by being a good dog and heeling properly, Pitbull gets to run wild with his pack every once in a while and even sink his teeth into this S&S-fed sled.

By mentioning that Colleen is "a great mom, wife, and a hell of a cook," Pitbull presumably ensures himself an extra bone and less time in the dog house, and by mentioning that "my wife and I are big fans of your magazine..." and "what a surprise it would be to see the look on our kids' faces when they see mommy looking so cute in your magazine," he knows that he's got us in the palm of his paws. Who can resist the opportunity of molding a new generation, showing a couple of elementary school kids the right way and leading them to their future? Certainly not us.

Therefore, we forgive Pitbull the fact that aside from the S&S carb, the drag



pipes, and the custom paint, done by Cycledelics in Bayshore, New York, this Sporty is basically stock. Oh yeah, there's "a lot of extra chrome" here, too.

We know that most women don't like all that horrible, complicated custom stuff like extended front ends, stretched frames, or even (god forbid!) stroked motors. It's dangerous, and any

good mommy can tell you that.

But hey, I'm just jealous, because my mommy was never in *Easyriders*, straddling a Sportster or any kind of bike in such a "come-hither" way. So, kids, if you see these pictures and your parents actually let you read this drivel, let me tell ya, you got a pretty hot looking mommy (aka:MILF).
—Tripper



Photos: owner

ReadersRides

Fred Dellacamera North Branford, Connecticut 2001 FXDWG

In an attempt to influence our editorial policy here at the rag, Fred sent us some shots of his highly unmodified Dyna Wide Glide. He did this because, as he puts it, "I read your magazine all the time, and I thought maybe you guys could feature a stock bike in it for a change. It's right out of the show room and only has two modifications that you can't even tell. Actually, the only thing you can tell is the exhaust."

Well, that makes perfect sense, doesn't it? If a magazine like ours really wants to

surprise its readers, what better way to do that than with a stock bike? But Fred did pull the bike out onto a patch of snow to emphasize his commitment to riding it. Besides, he also pulled the front signal lights off the handlebars and put them on the front forks, although the major mods are, of course, the Screamin' Eagle kit and the Vance and Hines exhaust, which Yankee Harley-Davidson in nearby Thomaston put on for him.

There's also a Badlander seat, which Fred put on his bike to give it a more badass look, because with this bike, Fred, who "used to ride a Sportster 20 years ago," is sort of announcing his "return to my youth," if you will.

Of course, his youth is experiencing a much smoother and quicker ride with the Dyna's Twin Cam motor, which can be "blown out a lot easier than a Softail motor," Fred reports, "because it is rubber-mounted, as opposed to the Softail's counter-balanced motor."

The rubbermount should also come in handy when Fred rides across the country to Agoura Hills in order to take a more personal approach in determining this magazine's future editorial policies. It'll be such a comfortable ride, we hope he won't want to stop at our offices. Maybe he'll keep going and going and going...

—Tripper



Photos: Castiglione Photography

Jimmy Eagle
Lebanon, Tennessee
1989 Custom Softail

If your last name were Hooker, would you be walkin' the streets for money? Probably not; you might not be able to pay your rent that way. If it were Baker, would you feel obliged to supply a hungry world with sourdough bread and croissants? Hardly, unless you actually bake for a living. Or unless you're like Jimmy Eagle here, who seems to think that a last name predetermines who you are, what you do, and, more importantly, what you ride.

One look at Jimmy's sled and you can tell this man's got eagles on his brain. "Yeah," Jimmy confirms our suspicion, "my wife and I collect all kinds of eagle-related things. Our front door has a glass-stained eagle, and we've got all kinds of eagle knick-knacks in the house. I got that from my father, when I was a kid in New York."

Over the past five years, he's also totally eagled out his ride, which he appropriately calls Iron Eagle and which was rebuilt and customized by

Appleton's H-D in Nashville, bike builders to the stars of the country world. "They've built bikes for folks like Brooks & Dunne and Wynona Judd," Jimmy knows. It's the perfect place for a budding singer/songwriter like Jimmy.

Nothing was left untouched on the Iron Eagle, from its 80-spoke Nasty front wheel, its Fireball cam, and 6-gallon stretched gas tank to its custom eagle talon kickstand, 72-tooth CCI billet wire wheel pulley, and the 9-inch custom rear fender with integrated LED tail-light. A guy named Beak did all the engraving, and Cris Stemmer occupied himself—presumably during endless hours—with all the highly detailed plumage. The LePera Seat, by the way, was embroidered so tastefully by Logoz.

As particularly poignant piece de resistance, Jimmy's Eagle has a teardrop chrome Indian head cover off a 2000 Indian Super Chief. You see, there's Cherokee blood running through Jimmy's veins, and in combination with his last name, there just didn't seem to be any other way for Jimmy to go. It's simply fate.

—Tripper



ReadersRides

Bill McMillen Atlanta, Georgia 1999 FXR3

Bill got his custom bike the smart way: He bought it stock. Hmm. "A stock custom bike? How do you figure that?" you may wonder.

Well, wonder no more, because Bill's here to tell you. "It's a factory custom," he enlightens us. "I think in 1999, that was the first year Harley-Davidson ever came out with their factory custom bike program."

Two things really attracted Bill to this FXR3: one is the factory standard flames on the sheet metal, and the other is the fact that "Sonny Barger said in his book that the FXR was the Hells Angels' Harley of choice. But they quit making the FXR in 1994, so this is a limited edition FXR. There were only 900 of these made."

Bill has done some—albeit minor—things to his already custom stock bike. "Basically, I've taken things off the bike to try to make it something I feel more comfortable with. I took the turn signals off, as well as the sissy bar, and I had Danny Gray build a solo saddle for me. And I put Lollipop mirrors on there."

He also put an M-90 rear tire on the

back wheel, which, as he says, "is the widest tire that would fit on a stock wheel and still clear the fender." Most of the things Bill did were what he calls "cosmetic in nature, like the custom gas caps or the removal of the rear pegs. I haven't done anything to the motor."

Part of his reasoning stems from the idea that as a limited-run factory, Bill's

putt will not only keep its value, but eventually become a collector's item. Either way, one thing's for certain: You will not find this bike on every corner or highway. It's a rare gem, and a good-looking one to boot. And that's generally the idea behind having a custom bike in the first place, regardless of how stock it might appear to you.

—Tripper



Photos: Owner

RESEARCH AND
DEVELOPMENT
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THE PERFECT JOB

NOT A ONE-HIT WONDER

Who Let The Dog's Out?!

As I sat at my desk getting my thoughts together about riding Big Dog's 2001 Prosport, I was trying to figure out what more we could say about the bike and the company itself. Surely you've heard of this company. I mean it's one of the major bike manufacturers still standing...and increasing its profits. I mean, how could you miss it? Their trucks are at every big event and they have a consistently growing dealer network. Their motorcycles are great looking, solid machines. So what's new to write about this company? Simply this...Big Dog is actually a front for a cult. You heard it here first.

Ya see, Nick Messer—who claims to be Big Dog's president—is in fact the leader of this cult, which is modeled after an ancient Aztec religion which based its bizarre practices on the habits of the Aztec dogs and wolves. You think I'm kidding? Look at the names on their models—Mastif, Wolf, Pitbull—get it? Anyway, it seems that I was unwittingly indoctrinated into this secret cult several years back through one of their very persuasive tools...former Ms. *Easyriders* Lori Kutter. Yep, they used a killer-lookin' blonde to get my attention—go figure. That's about the same time I felt a need to shave my head. Hmmm.

Anyway, over the years I've learned a lot about this "company" and its "dealer network." They lure you in with shots of gorgeous bikes, promises of comfortable and fun rides, decent price points and—what they call—service centers and dealers nationwide. I'll admit, they do come through on their promises. All the bike models handle great, and they're fun to ride.





I've had the chance to use an authorized service center, without a single hassle. And, they have affordable pricing for what they offer.

As far as the "dealer network" is concerned, that is overseen by a minion of Messer's, John Nasi. We don't get to see much of John, but according to his brother (master builder Jim Nasi), "Yeah, we don't speak to him much either. He calls and keeps chanting 'Big Dog, Big Dog, Big Dog' over and over again." I will say this however; he must be successful in his chanting, because their dealers are everywhere.

As far as this Prosport goes (Notice

how this model doesn't have a canine influence? Hmm.), during my test ride I was drawn to the National Cemetery in South Dakota. It was very early in the morning when we started shooting the bike. While shooting, I felt pulled toward a headstone, away from the rows of veterans laying in peace after bravely serving our country. There was no name, only an image of a man sitting atop the headstone. Faintly I heard, "Nice bike, follow their lead. Be one with the Dog." Funny that image looks a lot like Nick.

Anyway, back on the Prosport I was free to ride it all through the Black Hills, through Deadwood and Lead, and I just

couldn't get enough of this bike. Smooth handling, excellent acceleration, and a sound that lulls into complete comfortability. Check out the tech sheet to get all the specs. Hey, now I'm seeing how easy it was to suck me in!

Feelin' like getting out of your rut? Want to join like-minded individuals seeking the same fun? Join the Big Dog cult. All it takes is a shaved head and a check (Ceremonial robes are optional). And, I hear they are REALLY lax on the shaved head thing. Check 'em out for yourself at 316-267-9121 or on the Web at www.bigdogmotorcycles.com. Big Dog, Big Dog, Big Dog. —*Oil Dog Can*







Owner:.....Could be you
City: Anytown, USA

General

Fabrication: ..Big Dog Motorcycles
Year and make: 2001 Big Dog
Model: Prosport
Assembly:.....Big Dog cultists

Engine

Year:.....2001
Model: TP Engineering
Builder: TP Engineering
Displacement:.....107 cubic inches
Lower end: TP Engineering
Balancing: TP Engineering
Carb: Mikuni
Air cleaner: K&N
Pipes: Hooker

Transmission

Year:.....2001
Type:.....Baker 6-speed

Painting

Painter: Big Dog
Color: Orange Crush

Frame

Year:.....2001

Builder: Daytec
Type: Stalker
Rake: 34 degrees

Accessories

Bars: Big Dog
Fenders: Big Dog
Speedo:.....Dakota Digital
Electrics:.....Big Dog
Gas tank: Big Dog
Oil tank:.....Big Dog
Forks: Big Dog inverted
Trees: Big Dog

Wheels

Front

Type:.....Performance Machine
Size:.....18-inch
Tire: Avon
Brake:.....Performance Machine

Rear

Type:.....Performance Machine
Size:.....16-inch
Tire: Avon
Brake:.....Performance Machine

Photos: Pam Proctor
 "Big Dog, Big Dog, Big Dog"



"Isn't it funny how a mood can be ruined so quickly by just one busted condom?"

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Coming At Ya

The simmering September 2002 issue of *Easyriders* (No. 351) starts off with a patriotic Run to the Wall in Washington, D.C. This sizzlin' summer issue also takes you to the Donnie Smith Bike Show, then on a long-distance European Tour.

You'll drool over the latest custom creations by master builders, and Mitch Bergeron even brings us a softail-style Triumph! And our test bike for September will be Harley's mighty meaty Ultra Glide Classic.

Get the first look at the J&P/*Easyriders* Build-A-Bike as it comes together, and we'll bring you a Guide to Bike Security Systems.

You'll discover another sexy biker babe in a True Road Tale called Beauty and the Beach, and also bring you our usual stable of hot honeys and hotter Harleys. Plus: We bring you 32 pages of never-before-seen "Bike Buildin' Secrets." On sale August 6th.



The August issue of *Biker* has Gina astride a 100-inch rigid. For you old-school lovers we're featurin' Wymond Walkem's 57-inch bobbed 1940 Indian Scout. 'Course you'll find the best of biker events, chicks, bikes. On sale July 9.

The awesome August 2002 issue of *V-Twin* (No. 16), brings you 11 radical rides and a our usual bevy of beauties to adorn them. This is out *V-Twin* Vixens issue, showing off the best babes ever! You'll meet the head honcho of Drag Specialties, Fred Fox, take a look at the sweet custom designs of master builder Don Loos, and discover the Road More Traveled in a True Road Tale. Besides a cavalcade of cycles from mild to wild we'll road test the new Victory V92T, ride to the rowdy Laughlin River Run, and bring you a Guide to All Things Electrical on your bike. You'll find a gaggle of two-wheeled goodies plus the latest fashions from Harley-Davidson Motorclothes. Our 32-page outsert offers the Best Babes of *V-Twin* history! It's all in the outrageous August *V-Twin*. On sale now!



September's issue of *In The Wind* (No. 110) is jammed with the Daytona Bike Week action we all seek. Plus, see Kombat Kitty purr on a hot '35 VL. A 32-page outsert (newsstands only) reviews the 2002 *Easyriders* Bike Show Tour. On sale now!

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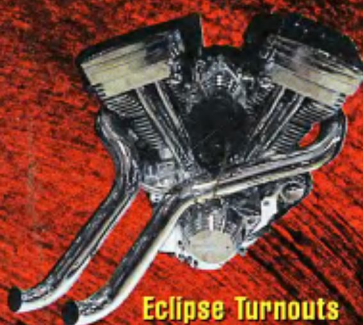
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